

County Commissioners Highways Records Book 21



The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden on the second Tuesday of April, being the twelfth day of said month and from time to time to the twenty-fifth day of June, in the year of our Lord one thousand nine hundred and thirty-two.

Present:

Edward J. Stapleton, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Thomas J. Costello, Esquire	

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

June 18, 1919.

To the HONORABLE BOARD OF COUNTY COMMISSIONERS of said County of Hampden; sitting at Springfield within the aforesaid County:

Respectfully represents JOHN HEYDT, HARDING H. COLWELL and CHARLES E. RIEUTARD, all of Springfield, in said County, that they are seized in fee and possessed of a certain tract of land situated in Indian Orchard in said City of Springfield, which tract is bounded and described as follows: NORTHERLY by land of the Boston & Albany Railroad Company; EASTERLY by land now or formerly of Edward M. Caton; SOUTHERLY by land formerly of your petitioners and WESTERLY by Old Pasco Road so-called.

That the Boston & Albany Railroad Company, a corporation duly established by law and having a place of business in said Springfield has taken, for the purpose of making or securing its railroad or for one or more new tracks adjacent to other land occupied by said railroad by a track or tracks already in use in said city of Springfield, a portion of the premises above described, to wit:

A strip of land containing about twenty-nine thousand three hundred forty-nine (29,349) square feet of land more or less and bounded as follows: NORTHERLY by land of said Boston & Albany Railroad Company eight hundred seventy-seven and 7/10 (877.7) feet; EASTERLY by land now or formerly of Edward M. Caton thirty-three and 92/100 (33.92) feet; SOUTHERLY by other land of your petitioners eight hundred sixty-two and 15/100 (862.15) feet and WESTERLY by Old Pasco Road so-called thirty-five and 68/100 (35.68) feet.

That said railroad has laid out, located and constructed or proposes to construct tracks upon said parcel; that by reason of said taking the said Boston & Albany Railroad Company has caused great damage to the remaining portion of your petitioners' land and your petitioners have in other ways suffered injury by reason of the taking above referred to and by other actions and things done by the said Boston & Albany Railroad Company in said taking;

That the petitioners have been unable to agree with the said Boston & Albany Railroad Company as to the amount of their damages.

John Heydt et als.
(Petr. to estimate
Boston & Albany R.R.
Co. damages)

5

Award Satisfied

April meeting 1932

WHEREFORE YOUR PETITIONERS REQUEST your Honorable Board to assess the damages sustained by them by reason of said taking.

By their attorneys

Ellis Brewster & Ellis

The foregoing petition was entered on the 19th day of June 1919, and due proceedings having been had thereon, the following Agreement for Entry was filed on May 31, 1932; and Award By Agreement was filed on June 1, 1932, to wit:

AGREEMENT FOR ENTRY

COMMONWEALTH OF MASSACHUSETTS
COUNTY COMMISSIONERS OF HAMPDEN COUNTY

No. 5

Hampden, ss.

JOHN HEYDT, et al, PETITIONERS TO
ESTIMATE DAMAGES

- vs -

BOSTON & ALBANY RAILROAD COMPANY

AGREEMENT FOR ENTRY

In the above entitled matter it is hereby agreed that the following entry may be made: "Judgment for the petitioners in the sum of Eight Hundred (\$800.00) Dollars; judgment satisfied."

McClintock, Hoar & Houlihan
Attorneys for Petitioners

John P. Kirby
Attorney for Defendant.

May 27, 1932.

COMMONWEALTH OF MASSACHUSETTS
COUNTY COMMISSIONERS OF HAMPDEN COUNTY

No. 5

Hampden, ss:

JOHN HEYDT, et als, PETITIONERS TO
ESTIMATE DAMAGES

- vs -

BOSTON & ALBANY RAILROAD COMPANY

AWARD BY AGREEMENT

In the matter of the petition of John Heydt et als to estimate damages caused by the taking of their land situated in Indian Orchard in the City of Springfield, by the Boston & Albany Railroad Company, as described in said petition.

The said County Commissioners by agreement of the parties on file in said case, do award and determine that the entire damage sustained by the taking of said land amounts to the sum of EIGHT HUNDRED DOLLARS (\$800.00).

June 1, 1932.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

To the County Commissioners of the County of Hampden.

Respectfully represent the undersigned citizens of the Town of Granville in said County, that common convenience and necessity requires that Lake Street which lies between the main highway and Southwick line that part of said road be specifically repaired by grading, re-surfacing and hardening or otherwise repaired as may be necessary.

Wherefore your petitioners pray that your honorable board may determine and specify such specific repairs and order them to be made and that said county contribute a sum not to exceed one thousand dollars (\$1000.) together with an appropriation from the Town and citizens of Lake Street toward the expense of said repairs.

February 29, 1932.

B. H. Dickinson
Christen Hansen
Harold Hansen
William C. E. Hansen
Milton Hansen
Stanley Beckwith
Harry Beckwith
Joseph L. Dickinson
Guy J. Hansen

L. B. Dickinson
C. A. White, M. D.
Geo. H. Carter
Benj. F. Gibbons
F. N. Gibbons
H. B. Dickinson
R. O. Rowley

Granville, Citizens of the Town of, Petrs. for specific repairs on part of Lake St. which lies between the main highway and Southwick line, and for aid.

The foregoing petition was entered on the 10th day of March, 1932, and due proceedings having been had thereon, on the 22nd day of June 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 22, 1932

On the petition of the Citizens of the Town of Granville for specific repairs on part of Lake Street which lies between the main highway and Southwick line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners order the following repairs made on Lake Street in Granville, this road be specifically repaired beginning at a maple tree at foot of Hartley's hill, from there North four hundred seventy-five (475) feet connecting with other County work, width twenty-two (22) feet consisting of stone fill twelve (12) inches deep sixteen (16) feet wide with three (3) foot shoulders, gravel in center eight (8) inches deep and on sides four (4) inches deep; beginning again at Stanley Beckwith's driveway, from there South four hundred fifty (450) feet to Cross Lane, width twenty-two (22) feet consisting of stone fill twelve (12) inches deep sixteen (16) feet wide with three (3) foot shoulders, gravel in center eight (8) inches deep and on sides four (4) inches deep.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

April meeting 1932

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

Order to arrest

April 12, 1932

Order to arrest Frank Vaughan of Holyoke, Mass., holder of permit to be at liberty.

Discharged from Training School

April 13, 1932

Discharged from Hampden County Training School:
Howard Pierce - on day of Graduation, June 15, 1932
Raymond Pierce - when he has sufficiently recovered to leave the hospital on recommendation of Dr. Lussier.
(Was discharged from Mercy Hospital on May 6, 1932)

Order to arrest revoked.

April 16, 1932

Ordered, that the order to arrest Frank Vaughan of Holyoke, holder of permit to be at liberty, issued April 12, 1932, is hereby revoked.

Report on Cobble Mountain Dam

April 20, 1932

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

April 19, 1932

The Hon. The Board of County Commissioners,
Hampden County, Court House,
Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

The Cobble Mt. reservoir is at elevation 897.5 having risen 17 1/2 feet in the past two weeks as compared with 17 feet in the previous two weeks. The storage impounded is 8,400 millions of gallons or 41 1/2 per cent of the capacity of the reservoir at the crest of the spillway.

In the past two weeks the increase in storage has been 2,800 millions while that for the previous two weeks was 1,330 millions.

The depth of the reservoir at the toe of the dam is 160.5 feet and the area covered by water about 550 acres.

Unless the run-off between now and the end of June is higher than the average for this period the reservoir will not reach elevation 920 this Spring.

Respectfully submitted,

James L. Tighe

Voted to award Notes

April 27, 1932

Voted, to award County of Hampden Notes #423 to 430 incl. dated 4/28/32, due 11/8/32, aggregating \$100,000. to DAY TRUST COMPANY of Boston, at 3.03% discount.

Report on Cobble Mountain Dam

May 4, 1932

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

May 3, 1932

The Hon. The Board of County Commissioners,
Hampden County, Court House,
Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

The Cobble Mt. Reservoir is at elevation 901.2 feet. In the past two weeks the water level has risen 3.7 feet and the storage has increased 680 millions of gallons whereas in the previous two weeks the rise was 17 1/2 feet and the increase in storage 2800 millions of gallons.

At the present elevation of 901.2 feet the storage is, in round numbers, 9,100 millions of gallons or about 45 per cent of the total storage capacity of the reservoir at elevation 965 which is the crest of the spillway.

In case the run-off in the present month per unit of drainage area should equal the highest May run-off recorded in this territory in the past 35 years, the Cobble Mt. reservoir would reach in the neighborhood of elevation 925 feet and the storage about 14,000 millions of gallons.

The highest May run-off in this territory occurred in 1901 when the rain-fall was exceptionally high being almost 10 inches. Strange to say this followed an exceptionally high April rain-fall of 11 inches.

Respectfully submitted,

James L. Tighe

May 18, 1932

Ordered, County Treasurer authorized and directed to pay to the County of Hampshire the sum of \$10,367.20 which is County of Hampshire's share of expense of maintenance of Mt. Tom State Reservation under Chapter 264 of the Acts of 1903.

Maintenance
Mt. Tom Reserva-
tion

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

Report on Cobble
Mountain Dam.

May 17, 1932

The Hon. The Board of County Commissioners,
Hampden County, Court House,
Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

The water in Cobble Mt. reservoir is at elevation 903 feet. Owing to the low rainfall on and consequently run-off from the catchment area during the past two weeks the gain in elevation has been only 1.8 feet and in storage 320 millions of gallons.

The amount of storage now impounded is 9421 millions of gallons, which covers an area of about 600 acres. This storage and area are 46 1/2 and 54 1/2 per cent respectively of the capacity and area of the reservoir at the spillway flow line.

Respectfully submitted,

James L. Tighe

April meeting 1932

Apportionment
County Tax.

May 25, 1932

Apportionment of County Tax for the year 1932.

Apportionment of the 1932

Tax for the County of Hampden

Agawam	16,297.24
Blandford	1,308.53
Brimfield	2,022.28
Chester	2,736.03
Chicopee	78,750.49
East Longmeadow	6,899.56
Granville	3,092.90
Hampden	1,189.58
Holland	356.87
Holyoke	178,080.42
Longmeadow	19,271.19
Ludlow	15,107.66
Monson	6,542.69
Montgomery	475.83
Palmer	18,676.70
Russell	7,494.35
Southwick	3,330.82
Springfield	496,768.92
Tolland	594.79
Wales	713.74
West Springfield	48,415.98
Westfield	36,520.32
Wilbraham	5,353.11

950,000.00

Warrants issued May 25, 1932

To be paid on or before November 1, 1932

Order to Arrest

May 25, 1932

Order to arrest Arthur Roberts of Holyoke, holder of permit to be at liberty.

Order

June 1, 1932

Order: County Treasurer authorized and directed to pay to Pietro Siciliano and Frank Criscola the sum of \$750.00 in return for forfeited bail.

Report on Cobble
Mountain Dam.

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

May 31, 1932.

The Hon. The Board of County Commissioners,
Hampden County, Court House,
Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

The water in Cobble Mt. reservoir is at elevation 902.7. It has dropped about three tenths of a foot in the last two weeks. This shows that the consumption draft and evaporation on the reservoir have been greater than the run-off collected from the water-shed.

Evaporation affects storage materially and unlike rain-fall, does not vary very much from year to year. In the average year it measures only a little less than the average rain-fall.

From May to September inclusive it measures on the average somewhat over 26 inches or about 50 per cent higher than the average rain-fall for the same period.

Respectfully submitted,

James L. Tighe

Voted to Award
Notes

June 8, 1932

Voted to award County of Hampden Notes #s431 and 438 incl. dated June 9, 1932, due November 8, 1932, aggregating \$100,000 to DAY TRUST COMPANY of Boston, at 2.64% discount.

AGREED IN HOLLAND. CASE NO. 10-1301.

Order

AGREED IN HOLLAND. CASE NO. 10-1301

Ordered. County Treasurer authorized and directed to pay sum of \$1,013.12 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug

April meeting 1932
Report on Cobble
Mountain Dam.

June 15, 1932 Report of James L. Tighe, Engineer, on Cobble Mountain
Dam.

June 14, 1932

The Hon. The Board of County Commissioners,
Hampden County, Court House,
Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

The water level in Cobble Mt. reservoir has risen about six
tenths of a foot in the past two weeks and is now at elevation 903.3.

This elevation shows a storage of 9478 millions of gallons
and a surface area of about 600 acres. The depth of water at the toe
of the dam is 166.3 feet.

It is not likely that the reservoir will fill this year,
although it would be possible if the rain fall between now and the end
of the year should be as heavy as that which occurred on the Westfield
River water shed in the same period in 1897 when the rain fall was 40
inches, 14 inches of which fell in July.

Respectfully submitted,

James L. Tighe

June 22, 1932 Report of James L. Tighe, Engineer, on Piper Reservoir
in West Springfield.

Report on Piper
Reservoir

June 22, 1932

The Hon. The Board of County Commissioners,
Hampden County, Court House,
Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

I have made an investigation of the washout which occurred on
Thursday last or early the following morning in the highway at the Piper
reservoir, so-called, and report as follows:

The Highway at the Piper reservoir is laid on top of the dam and
the washout was caused by water from the reservoir overflowing and
topping the highway.

The dam was built in 1875 by a private Company to form a reservoir
from which water could be drawn to supply the inhabitants of the Town
of West Springfield. In the early nineties the reservoir and the
entire water works were taken over from the private Company by the town
and has been municipal property ever since.

The dam is an earthen structure about 335 feet in length and 14
feet in height. The reservoir covers an area in the neighbourhood of
4 acres and has a capacity of about 13,000,000 of gallons.

There are two cast-iron pipes laid through the dam one a spillway
pipe 12 inches in diameter and the other a service main 16 inches in
diameter.

In the latter pipe, at a point near the downstream toe of the dam,
is installed a 12 inch blow-off controlled by a gate. This blow-off was
only installed a few years ago.

April meeting 1932

The original water shed contributory to the reservoir was small being less than half a square mile in area. Because of its rather flat topography and the porous character of the ground, it has a slow run-off which is very desirable from a water supply standpoint.

Within the last year or so in the re-construction of Piper Road and Bonlevard St. etc. surface drainage has been diverted into the reservoir and the area of the original water shed increased about one tenth of a square mile.

There was no surface spillway attached to the reservoir when the dam was built nor at any time since then and, until the recent storm, the 12 inch spillway pipe referred to above had proved sufficient to control all flood flows from the reservoir during this period of 57 years.

In the recent storm however the rainfall on the Piper reservoir water shed and surrounding territory was for the short period in which it occurred rather phenomenal in intensity. At Bear Hole, which is only 2 1/2 miles distant from Piper reservoir, it measured 6.80 inches and at Ashlęy Ponds 4 miles distant 6.71 inches.

The previous maximum rain-fall in this territory for a two day period occurred on July the 13th and 14th, 1897, when 6.45 inches was reported.

In the exceptionally heavy storm which occurred in the early part of November 1927 the rain-fall recorded by the same rain-gauge was 5.85 inches or practically an inch less than the recent rain-fall.

It seems that there was considerable variation of opinion regarding the depth of water crossing the highway at the time of the washout, some observers claiming that its depth was as much as 3 1/2 feet, as a matter of fact according to measurements made the maximum depth of water on the crown of the highway was only one and five-eights inches and the maximum discharge over the highway not more than 20 cubic feet per second.

Down stream from the Piper reservoir in the 6 x 5 1/2 ft. culvert under the Springfield Road, at which point the drainage area contributory is one third more than at the Piper reservoir, the maximum depth of water in the culvert was less than 2 1/2 feet, and the maximum flow not over 150 cubic feet per second.

Respectfully submitted,

James L. Tighe

Damages Done
By Dogs

Land Damages

April meeting 1932

Sundry Accounts being presented, are allowed, and the same amounting
to the sum of

Sundry Accounts

June 25, 1932

Hampden, ss:

Judgment is entered up according to reports etc. and all
matters not acted upon are ordered to be continued and this meeting
is adjourned without day.

Attest:

Clerk.



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts
COUNTY OF HAMPDEN
REGISTER OF DEEDS
DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, being the twenty-eighth day of said month and from time to time to the twenty-eighth day of September, in the year of our Lord one thousand nine hundred and thirty-two.

Present:

Edward J. Stapleton, Esquire, Chairman)
Charles W. Bray, Esquire) County
Thomas J. Costello, Esquire) Commissioners

Cases Dismissed
Without Prejudice

The following cases were dismissed without prejudice:

- No. 30 Selectmen of the Town of East Longmeadow, Petrs. for layout, location and relocation of Denslow Road beginning at a street known locally as the Shaker Road and running westerly to the Longmeadow Town line.
- No. 57 John E. O'Toole, Petitioner, for layout of Benjamin Street in the Town of East Longmeadow from North Main Street to Hazelhurst Street and for the determination of boundaries and measurements of said Benjamin Street.
- No. 78 Selectmen of the Town of East Longmeadow, Petrs. for layout, location and relocation of highway known as Pease Road beginning at Shaker Road and running Easterly to Somers Road.

(at request of
Petitioner)

Directors of Boston & Albany Railroad Co.
By the New York Central Railroad Co.,
Petrs. for alteration, rebuilding or renewal of B & A Bridge No. 97.48 at Armory St., Springfield, which does not involve the abolition of a crossing at grade.

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:-

Respectfully represent the Directors of the Boston & Albany Railroad Company that a public way in the City of Springfield, County of Hampden and Commonwealth of Massachusetts, known as Armory Street, and the tracks of the Boston & Albany Railroad Company cross each other at a bridge known as B. & A. bridge No. 97.48; that they are of the opinion that it is necessary for the security or convenience of the public that an alteration, which does not involve the abolition of a crossing at grade, should be made in said crossing, the approaches thereto, the location of said railroad or way, or in said bridge at said crossing, or that said bridge should be rebuilt, renewed or a structural change made therein for the purpose of strengthening or improving it.

WHEREFORE, your Petitioners pray that this Honorable Court, after a public notice, will hear all parties interested, and if they decide that such alteration, rebuilding or renewal is necessary, will prescribe the manner and limits within which it shall be made.

DIRECTORS of the BOSTON & ALBANY RAILROAD COMPANY,
By The New York Central Railroad Company,

By
Geo. H. Fernald, Jr.
Counsel

The foregoing petition was entered on the 26th day of May, 1931, and due proceedings having been had thereon, on the 30th day of July 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:-

Respectfully represent the Directors of the Boston & Albany Railroad Company that a public way in the City of Springfield, County of Hampden and Commonwealth of Massachusetts, known as Armory Street, and the tracks of the Boston & Albany Railroad Company cross each other at a bridge known as B. & A. bridge No. 97.48; that they are of the opinion that it is necessary for the security or convenience of the public that an alteration, which does not involve the abolition of a crossing at grade, should be made in said crossing, the approaches thereto, the location of said railroad or way, or in said bridge at said crossing, or that said bridge should be rebuilt, renewed or a structural change made therein for the purpose of strengthening or improving it.

WHEREFORE, your Petitioners pray that this Honorable Court, after a public notice, will hear all parties interested, and if they decide that such alteration, rebuilding or renewal is necessary, will prescribe the manner and limits within which it shall be made.

DIRECTORS of the BOSTON & ALBANY RAILROAD COMPANY
By The New York Central Railroad Company,

By Geo. H. Fernald, Jr.

Counsel

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 27, 1932

In the matter of the above petition, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the first day of July, 1931, view said premises described in said petition and hear all parties interested, and at the time of said view and hearing, no person interested having objected, the subject matter of the petition having been fully considered, it is DECIDED that it is necessary for the security and convenience of the public that the highway bridge on Armory Street in Springfield (B & A Bridge No. 97.48) be rebuilt as set forth in said petition.

Therefore, it is ORDERED, ADJUDGED AND DECREED that such rebuilding shall be made in the following manner and within the following limits, namely:-

1. The present superstructure consists of through plate girders and floor beams with timber stringers and timber floor covered with asphalt with one 6' 0" sidewalk on the west side.

2. A new superstructure consisting of longitudinal steel girders encases in concrete supporting a reinforced concrete slab roadway and a 6' 0" sidewalk on each side to be built.
3. The new superstructure is designed to carry, in addition to its own weight, the following live loads, in accordance with the 1929 specifications for Steel Highway Bridges of the American Association of State Highway Officials: On the roadway four lines of 20-ton trucks having 16 tons on one axle and 4 tons on the other axle, the axles being 14' 0" centre to centre and the wheels 6' 0" centre to centre.
4. Minimum underclearance raised 1".
5. Clear width of roadway between curbs increased from 31' 8" to 36' 0".
6. Centre line of new bridge to be on centre line of present bridge.
7. Top of new floor unchanged on south side and raised about 1' 6" on the north side.
8. The present abutments are to be used with new concrete bridge seats and backwalls.
9. The approaches are to be altered to accomodate the new superstructure.
10. The work is to be done substantially in accordance with plan entitled, "Proposed Reconstruction Bridge at Armory Street Over Tracks of Boston & Albany R. R., In The City of Springfield (Known as B. & A. Bridge 97.48) September 1931."

Edward J. Stapleton) County
Charles W. Bray) Commissioners
Hosmisdas Boucher) of the County
) of Hampden.
) Assoc. Commissioner.

Granville, Selectmen of the Town of, Petrs. for layout, location, relocation, alteration, widening and specific repairs on Phelon Rd. beginning at Stow Brook and running to Beach Hill.

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Plan in Book 10,
Page 8.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT your petitioners, Selectmen of the Town of Granville, that common convenience and necessity require the layout, location, relocation, alteration, widening and specific repairs in a certain highway located in said Town of Granville known as Phelon Road beginning at Stow Brook and running to Beach Hill.

WHEREFORE your petitioners pray that you will after due notice, view and hearing, proceed to layout, locate, relocate, alter, widen and make specific repairs on said way.

Dated this thirtieth day of June 1931.

E. A. Jensen)
D. F. Kenney) Selectmen
Porter T. Frisbie) of the Town
) of Granville

The foregoing petition was entered on the 11th day of July 1931, and due proceedings having been had thereon, on the 30th day of June 1931, said Commissioners file the following Location Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, ss. County Commissioners' Meeting June 30, 1932

On the Petition of the Selectmen of the Town of Granville praying for a highway to be laid out, located, relocated, altered, widened and specific repairs made beginning at Stow Brook and running to Beach Hill in Granville, (Phelon Road). It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fourteenth day of October, A. D. 1931, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out, located, relocated, altered, widened and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out, locate, relocate, alter, widen and order specific repairs made on said highway in the manner following:

Starting at the intersection of the old road between Blandford and Granville known as South Street and the southwesterly end of the new highway constructed by the City of Springfield;

Thence in the location of the old Granville-Blandford highway North 29° 00" West eight hundred ten (810) feet;

Thence on a new location North 50° 30" West fourteen hundred ninety-five (1,495) feet to the existing highway between this point and the Borden Brook reservoir, known as the Phelon Road;

Thence continuing along the present Phelon Road North 86° 30" West six hundred fifty (650) feet;

Thence continuing along said highway North 64° 30" West nine hundred (900) feet;

Thence continuing along said highway North 23° 30" West five hundred fifty (550) feet;

Thence continuing along said highway North 66° 30" West seven hundred fifty (750) feet;

Thence continuing along said highway North 85° 00" West three hundred sixty-five (365) feet;

Thence continuing along said highway North 67° 00" West three hundred eighty (380) feet;

Thence continuing along said highway South 66° 00" West three hundred sixty-five (365) feet;

Thence continuing along said highway South 85° 30" West eight hundred forty (840) feet;

Thence continuing along said highway North 87° 30" West seven hundred (700) feet;

Thence continuing along said highway South 84° 00" West fourteen hundred twenty-five (1425) feet to the point where said highway intersects with the highway to West Granville;

June meeting 1932

Thence North 53° 00" West along said West Granville highway one hundred fifty (150) feet;
Thence along the highway leading to Borden Brook reservoir South 84° 30" West six hundred forty (640) feet;
Thence continuing along said highway North 77° 30" West four hundred sixty-five (465) feet;
Thence continuing along said highway North 47° 00" West seven hundred twenty-five (725) feet;
Thence continuing along said highway North 39° 00" West seven hundred seventy (770) feet to the highway on the east side of Borden Brook reservoir.

On the plan, Station 0 is at the point of beginning of this description, and the stations and profile are indicated on such plan.

This description is not to preclude the town of Granville from any relocations of said highway to straighten the same, or not to preclude the relocation by a few feet at the intersection and crossing of the West Granville highway should the town of Granville so desire.

The foregoing description is indicated on plan entitled.

PLAN AND PROFILE
Showing Improvement Of Highway
between
Stow Flats and Borden Brook Res.
in the
Town of Granville

Feb. 1932

Scales as Shown

and filed in the Hampden County Registry of Deeds and Clerk of Courts' Office.

This road is to be a gravel road, to be built by the Town of Granville to the satisfaction of the County Commissioners, and paid for by the City of Springfield to an amount not exceeding \$30,000.00. The City of Springfield is to construct a bridge and furnish the material for whatever culverts that may be necessary along said road, the same not to be included in the \$30,000.00. The City of Springfield, Water Department, is to pay from time to time to the Selectmen of the Town of Granville from an appropriation not exceeding \$30,000.00 certain sums upon certificates of payrolls and whatever other items may be necessary in the construction of said road, upon the approval of the County Commissioners. The completion of said road by the Town of Granville is a full compliance by the City of Springfield of its obligation to replace highways that have been discontinued by the erection of Cobble Mountain Dam.

Edward J. Stapleton) County
Charles W. Bray) Commissioners
Thos. J. Costello)

HAMPDEN, ss. County Commissioners' Meeting June 30, 1932

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: James M. Healy, Asst. Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that the highway leading from Westfield to Montgomery, through Wyben, and known as Montgomery Road be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at or near the intersection of Montgomery Road with Notre Dame Street, so-called, and extend northerly about 4-3/4 miles, or any part thereof, to the boundary line between the Town of Montgomery and the said City of Westfield.

WHEREAS acting on a similar petition, dated the eleventh day of April 1931, your Honorable Board ordered specific repairs on said road, in accordance with specifications set forth in an agreement of the Department of Public Works, Division of Highways; said repairs having in the main been completed.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify additional specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this second day of November 1931.

Louis L. Keefe
Mayor of the City of Westfield

Seal

VOTE OF CITY COUNCIL

November 2, 1931.

Oren E. Parks,
Supt., Dept., of Public Works,
Westfield, Mass.

Dear Mr. Parks:-

The following votes were passed unanimously at a meeting of the City Council October 30, 1931 and approved by the Mayor November 2, 1931:-

VOTED: That \$2713.21 be transferred from the 1927 Permanent Highway Construction Account for highway construction on the Feeding Hills and Montgomery Rds.

VOTED: That \$286.79 be transferred from the 1930 Permanent Highway Construction Account for highway construction on the Feeding Hills and Montgomery Rds.

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for the relocation and reconstruction of a section of the Feeding Hills Rd., and a section of the Montgomery Rd., and to sign on behalf of the City a contract with the State covering any reconstruction work connected with the same.

Attest:

J. Chambers Dewey
J. Chambers Dewey
City Clerk

Seal

The foregoing petition was entered on the 13th day of November 1931, and due proceedings having been had thereon, on the 22nd day of June 1932, said Commissioners file the following Final Decree, to wit:

Westfield, Mayor of the City of, Petr. for relocation, alterations and additional specific repairs on Montgomery Rd. beginning at or near the intersection of Montgomery Rd. with Notre Dame St., so-called, northerly about 4-3/4 miles, or any part thereof to boundary line between Town of Montgomery and City of Westfield, and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 22, 1932

On the petition of the Mayor of the City of Westfield for relocation, alterations and additional specific repairs on Montgomery Road beginning at or near intersection of Montgomery Rd with Notre Dame St., so-called, northerly about 4-3/4 miles, or any part thereof to boundary line between Town of Montgomery and City of Westfield, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of December A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Westfield leading from Westfield to Montgomery, and being known as the Montgomery Road, to surface with bituminous macadam and otherwise improve about 2,650 feet, the work to begin at station 116+50, the end of the section improved under 1931 contract, and extend in a northerly direction to station 143+00, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

Edward J. Stapleton)
Thos. J. Costello) County
Charles W. Bray) Commissioners
of the County
of Hampden.

Westfield, Mayor of the City of, Petr. for relocation, alterations and additional specific repairs on Feeding Hills Rd. beginning at Sherman's Mill Bridge, easterly for a distance of a mile more or less, to Town line of Agawam, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized in writing by vote of the City Council of Westfield, hereto attached, that common convenience and necessity require that the highway leading from Westfield to Agawam and known as Feeding Hills Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at Sherman's Mill Bridge and extend easterly for a distance of a mile, more or less, to Town line of Agawam.

WHEREAS acting on similar petitions, dated the fourth day of December 1930 and the tenth day of February 1931, your Honorable Board ordered specific repairs on sections of said road, in accordance with specifications set forth in agreements of the Department of Public Works, Division of Highways; said repairs having in the main been completed.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify additional specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this second day of November 1931.

Louis L. Keefe
Mayor of the City of Westfield.

VOTE OF CITY COUNCIL

November 2, 1931.

Oren E. Parks,
Supt., of Dept., of Public Works,
Westfield, Mass.

Dear Mr. Parks:-

The following votes were passes unanimously at a meeting of the City Council October 30, 1931 and approved by the Mayor November 2, 1931:-

VOTED: That \$2713.21 be transferred from the 1927 Permanent Highway Construction Account for Highway construction on the Feeding Hills and Montgomery Rds.

VOTED: That \$286.79 be transferred from the 1930 Permanent Highway Construction Account for Highway construction on the Feeding Hills and Montgomery Rds.

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for the relocation and reconstruction of a section of the Feeding Hills Rd., and a section of the Montgomery Rd., and to sign on behalf of the City a contract with the State covering any reconstruction work connected with the same.

Attest: J. Chambers Dewey
J. Chambers Dewey
City Clerk

Seal

The foregoing petition was entered on the 13th day of November 1931, and due proceedings having been had thereon, on the 22nd day of June 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 22, 1932

On the petition of the Mayor of the City of Westfield for relocation, alterations and additional specific repairs on Feeding Hills Road beginning at Sherman's Mill Bridge, easterly for a distance of a mile more or less, to Town Line of Agawam, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of December, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Westfield leading from Westfield to Feeding Hills, and being known as the Feeding Hills Road, to grade, surface with gravel and otherwise improve about 1920 feet, the work to begin at the end of the section of said road improved in 1931, station 33, and extend in an easterly direction to station 52+20, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of

June meeting 1932

Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

Edward J. Stapleton)
Thos. J. Costello) County
Charles W. Bray) Commissioners
) of the County
) of Hampden.

The foregoing petition was entered on the 13th day of November 1931, and due proceedings having been had thereon, on the 22nd day of June 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 22, 1932

On the petition of the Mayor of the City of Westfield for relocation, alterations and additional specific repairs on Feeding Hills Road beginning at Sherman's Mill Bridge, easterly for a distance of a mile more or less, to Town Line of Agawam, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of December, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Westfield leading from Westfield to Feeding Hills, and being known as the Feeding Hills Road, to grade, surface with gravel and otherwise improve about 1920 feet, the work to begin at the end of the section of said road improved in 1931, station 33, and extend in an easterly direction to station 52+20, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

Edward J. Stapleton)
Thos. J. Costello) County
Chas. W. Bray) Commissioners
) of the County
) of Hampden.

June meeting 1932

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Palmer, in said County, that common convenience and necessity require that the highway leading from Present Constructed Road to High St., Thorndike and known as Forest Lake Road be specifically repaired by constructing, grading, resurfacing, hardening and otherwise repaired as may be necessary, the work to begin at end of present constructed road on southerly direction and extend from Sta. 85 to High St., Thorndike a distance of 4900 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may make such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 10th day of November 1931.

David B. Smith }
Charles A. Callahan } Selectmen
Ludwik Marhelewicz } of the Town
of Palmer.

The foregoing petition was entered on the 28th day of November 1931, and due proceedings having been had thereon, on the 13th day of June 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 13, 1932

On the petition of the Selectmen of the Town of Palmer for specific repairs on Forest Lake Road beginning at end of present constructed road southerly from station 85 to High Street, Thorndike, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of December, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Forest Lake Road; this road be specifically repaired beginning at station 85 and continuing in a southerly direction to High St., Thorndike, a distance of about 4900 feet; the road to be gravelled and tarred and the shoulders sloped and graded.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Palmer a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Palmer.

Edward J. Stapleton)
Thos. J. Costello) County
Chas. W. Bray) Commissioners
of the County
of Hampden

June meeting 1932

Palmer, Inhabitants
of the Town of, Petrs.
for relocation of por-
tion of River Rd. in
Palmer lying between
Church St. and Gay
Ave. in the village
of Thorndike.

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Plan in Book 10,
Page 15.

To the Honorable Board of County Commissioners of the County of Hampden:

Respectfully represent the undersigned, inhabitants of the Town of Palmer, that common convenience and necessity require that that portion of the highway known as the River Road in the Town of Palmer lying between Church Street and Gay Avenue, in the Village of Thorndike, in said town, be relocated.

Wherefore your petitioners pray that, after due proceedings had in the premises, your Honorable Board will relocate said road within the limits above described and take such other action as in your opinion convenience and necessity may require.

Palmer, Mass.
January 29, 1932.

David B. Smith
Charles A. Callahan
Ludwik Marhelewicz
Katherine M. Daly
Katherine A. Sugrue
Katherine A. Sugrue, 2d.
Frank M. Doyle
Margaret Sullivan
Mary Sullivan
Florence B. Doyle

The foregoing petition was entered on the 17th day of February 1932, and due proceedings having been had thereon, on the 13th day of August 1932, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, ss. County Commissioners' Meeting August 10, 1932

On the Petition of the Inhabitants of the Town of Palmer praying for a portion of highway to be relocated (River Road) in Palmer, village of Thorndike. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-ninth day of June A. D. 1932, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that a portion of said highway should be relocated.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate a portion of said highway in the manner following:

Description of 1932 Revision of the North Line of the River Road to Ware in the village of Thorndike, town of Palmer.

Beginning at a point indicated by a concrete bound post on the north side of said River Road (said bound post being located at Station 122 plus 90.14 as indicated on the map entitled "Palmer 1931 County Layout, Sheet 11"); thence in a westerly direction along an arc having a radius of 277 feet and a length of 294.28 feet to another point indicated by a concrete bound post approximately in front of the house of M. Bonnerville; thence South 81 degrees West 327.59 feet to a point indicated by a concrete bound post, marking the intersection of this northerly line of River Road with the Easterly line of Church Street.

This revision reduces the width of River Road to 56 feet for the tangent portion of the layout of land designated on plan entitled Plan of Road in the Town of Palmer, Hampden County, Laid Out By The County Commissioners, eleven sheets, Forest Lake Road; and revokes and cancels

the takings of land from A. Bressette, Arthur Lord and S. C. S. Box Company, Incorporated, designated on said plan on sheet No. 11, entitled, "Palmer 1931 County Layout, Sheet No. 11 of 11 Sheets, and also revokes and cancels that portion of the taking of land from M. Bonnerville which is described as follows, being a part of land designated as Parcel 20 on said plan on said Sheet No. 11:-

Beginning at a point indicated by a concrete bound post, approximately in front of the house of the said M. Bonnerville, thence easterly along the line of River Road on an arc having a radius 277 feet and a length of 207.51 feet, to the line of the property of Joseph and Amelia Fila; thence North 64 degrees West along the property of the said Joseph and Amelia Fila approximately two feet to the former northerly line of River Road as laid out in 1931; thence westerly along said former northerly line of River Road to the line of the property of A. Bressette; thence South 11 degrees 20 minutes East along the property of the said A. Bressette 10 feet to a point indicated by an iron pin; thence North 81 degrees East 12.10 feet to the place or point of beginning.

The area of the parcel is approximately 1,600 square feet.

The above relocation is indicated on plan made by Chas. F. Dingman, Consulting Engineer, Palmer, Massachusetts, entitled, Relocation of North Side of River Road in the Village of Thorndike - Town of Palmer - Hor. Scale: 40' = 1" - Dated July 26th 1932, and filed in the Hampden County Registry of Deeds and Clerk of Courts' Office, Court House, Springfield, Massachusetts.

Reference is hereby made to the original taking by decree dated January 6, 1931, Petition No. 41 - 1930, and filed with the records of the County of Hampden.

Any change or alteration of said way shall be made at the expense of the Town of Palmer, and any legal damage sustained by any abutter shall be paid by said Town.

Charles W. Bray	} County Commissioners.
Thomas J. Costello	
Clarence H. Granger	

Assoc. Commissioner

HAMPDEN, ss. County Commissioners' Meeting August 13, 1932

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Charles M. Calhoun, Clerk.

Hampden, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Somers Rd. that part of highway between Hampden and Somers, Conn. extending southerly from end of work finished in 1931 about 4,000 ft. and for aid.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned Selectmen of the Town of Hampden, in said County, that common convenience and necessity require relocation, alterations, and specific repairs in a certain highway located in said Town of Hampden, namely, that part of highway between Hampden and Somers, Conn., extending southerly from end of work finished in 1931 about 4000 feet; that alterations be made in its course and width; that said part of said road be specifically repaired by grading, re-surfacing or hardening or otherwise repaired as may be necessary; that the County of Hampden will be greatly benefitted by said repairs if same are made.

Wherefore your petitioners pray that your Honorable Board may make such re-location and alterations and may determine and specify such repairs and order them to be made and that said County contribute towards the expense of said repairs.

Dated this eighth day of February, 1932.

Neil S. Kibbe }
Nelson M. Carew } Board of
John J. Flynn } Selectmen
 } of the Town
 } of Hampden.

The foregoing petition was entered on the 19th day of February 1932, and due proceedings having been had thereon, on the 10th day of August, 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 10, 1932

On the petition of the Selectmen of the Town of Hampden for relocation, alterations and specific repairs on Somers Road, that part of highway between Hampden and Somers, Conn., extending southerly from end of work finished in 1931 about 4,000 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of Meeting, the said Commissioners did on the twenty-second day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Hampden leading from Hampden to Somers, Conn., and being known as the Somers Road, to grade, surface with bituminous macadam and otherwise improve about 3,451.6 feet of road, the work to begin at the end of the section of said road improved in 1931, station 55+00, and extend in a southerly direction to station 29+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Hampden.

Edward J. Stapleton)
 Charles W. Bray)County
 Thos. J. Costello)Commissioners
)of the County
)of Hampden.

To The County Commissioners of the County of Hampden:

Respectfully Represent your petitioners each being an inhabitant of the Town of Granville, that common convenience and necessity requires that layout, location, relocation, alteration, widening, construction and specific repairs of a highway from a point on the highway leading from Granby Road to Granby Conn. line known as Silver Street from top of cemetery hill continuing south. A sum of Five Hundred Dollars would greatly be appreciated.

Wherefore your petitioners pray that you will after due notice, view and hearing, proceed to layout, locate, relocate, alter, widen, and construct and make specific repairs of a highway as above represented.

Harry E. Kane
 Charles J. Johnson
 Lena Johnson
 Henry Hansen
 Marten Hansen
 Clerk L. Boughton
 William Clifford
 John F. Clifford
 Charles L. Drolett
 Wallace W. Banks

The foregoing petition was entered on the 25th day of February 1932, and due proceedings having been had thereon, on the 30th day of June 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 30, 1932

On the petition of the Inhabitants of the Town of Granville for layout, location, relocation, alteration, widening and construction and specific repairs on Silver Street from top of cemetery hill continuing south, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners order the following repairs made on Silver Street in Granville, this road be specifically repaired by gravelling, the work to commence at oak tree on one side of road and large chestnut tree on the other side, three hundred (300) feet North of gravel, width sixteen (16) feet, depth center ten (10) inches, sides four (4) inches.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to

Granville, Inhabitants of the Town of Petrs. for layout, location, relocation, alteration, widening and construction and specific repairs on Silver St. from top of Cemetery Hill continuing south, and for aid.

the Town of Granville a sum not to exceed TWO HUNDRED DOLLARS (\$200.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

Granville, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Barnard Rd. beginning at Barnard house and extend north and south a distance of 700 ft. more or less, and for aid.

To the County Commissioners of the County of Hampden:

Feb. 22, 1932

Respectfully represent the undersigned, Selectmen of the town of Granville, in the said County, that common convenience and necessity require that the highway leading from South Lane to Main Rd and known as Barnard Rd be relocated, that alterations be made in its course and width and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Barnard house and extend north and south a distance of 700 ft. more or less.

Wherefore your petitioners pray that your honorable board after notice, view and hearing may make relocation and alterations and may determine and specify such specific repairs and order them to be made with an appropriation from the Town.

Feb. 2, 1932.

David F. Kenney)
Porter T. Frisbie) Selectmen
Charles E. Barnes) of
Granville

The foregoing petition was entered on the 25th day of February 1932, and due proceedings having been had thereon, on the 13th day of July 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 13, 1932

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on Barnard Road beginning at Barnard house and extend north and south a distance of 700 ft. more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Barnard Road in Granville; this road be specifically repaired by gravelling beginning at a culvert near the Barnard house, from there North three hundred seventy-five (375) feet ending at gravel bank by the roadside; width eighteen (18) feet, depth in center ten (10) inches, on shoulders four (4) inches, tapering to ditches; beginning again at Winthrop Clapp house, from there South four hundred twenty five (425) feet connecting

with County work done in 1930; width of road eighteen (18) feet, depth in center ten (10) inches, on shoulders four (4) inches, tapering to ditches.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

Edward J. Stapleton)
Charles W. Bray)County
)Commissioners
Thos. J. Costello)of the County
)of Hampden.

To the County Commissioners of Hampden County.

Respectfully represent the undersigned, Selectmen of Blandford, in said County, that common convenience and necessity require that the highway leading from Blandford to Otis and known as the Blandford Otis road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at termination of work on said road in year of 1931 and extend for a distance of 4400 feet more or less.

Wherefore your petitioners pray that your honorable board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made and that said county contribute to the expense of said repairs together with an appropriation from State and Town.

Blandford, Mass.,
Feb. 26, 1932.

S. A. Anderson }
N. L. Haines } Selectmen
A. H. Smith } of
 } Blandford

The foregoing petition was entered on the 29th day of February 1932, and due proceedings having been had thereon, on the 10th day of August, 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 10, 1932

On the petition of the Selectmen of Blandford for relocation, alterations and specific repairs on Blandford-Otis Road beginning at termination of work on said road in year 1931 and extending for a distance of 4400 ft more or less, and for aid.

It appearing that all persons and corporations interested thereon had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Blandford

Blandford, Selectmen of, Petrs. for relocation, alterations and specific repairs on Blandford-Otis Rd. beginning at termination of work on said road in year 1931 and extend for a distance of 4400 ft. more or less, and for aid.

known as the Otis Road, to grade, surface with bituminous macadam and otherwise improve about 3462 feet, the work to begin at about station 261 at the easterly end of the section of highway constructed on Otis Road in 1931, and extending thence easterly for a distance of about 3462 feet to station 295+62.79, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed ELEVEN THOUSAND FIVE HUNDRED DOLLARS (\$11,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

Blandford, Selectmen of, Petrs. for specific repairs on Blandford-Otis Road beginning at station 28+0 A and extend for a distance of 2000 ft. more or less and for aid.

To the County Commissioners of the County of Hampden.

Respectfully represent the undersigned, Selectmen Town of Blandford in said County, that common convenience and necessity require that the highway leading from Blandford to Otis and known as Otis-Blandford Rd. be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 28+0 A and extend for a distance of 2000 ft. more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

S. A. Anerson)
N. L. Haines)Selectmen
A. H. Smith)of
Blandford.

The foregoing petition was entered on the 29th day of February 1932, and due proceedings having been had thereon, on the 7th day of September 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 7, 1932

On the petition of the Selectmen of Blandford for specific repairs on Blandford Otis Road beginning at station 28+0 A and extend for a distance of 2000 ft more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Blandford leading

from Otis and being known as the Otis-Blandford Road, to resurface with stone retread, repair, treat with bituminous material and otherwise improve about 8,400 feet. The sections to be repaired are from station 0+00 to station 28+50 and from station 42+50 to station 98. From station 0+00 to station 28+50 the present road surface shall be loosened with picks placed in the wheels of a steam roller, or otherwise. The material loosened shall be scarified or harrowed, and then shall be reshaped, watered and rolled and such new gravel added as the Engineer may direct. On the roadbed prepared as specified, retread tar and broken stone of such sizes as the Engineer may direct shall be spread for the width of 20 feet, and at such rate as the Engineer may direct. The retread tar and stone shall be mixed in place and rolled to the satisfaction of the Engineer. The finished surface of the roadway shall present such a crown as the Engineer may direct. The repairs on said road between station 42+50 and station 98, and the repairs above referred to, shall be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

Edward J. Stapleton)
 Charles W. Bray)County
 Thos. J. Costello)Commissioners
)of the County
)of Hampden.

To the County Commissioners of the County of Hampden.

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity requires that the Highway leading from Springfield line to the Hampden line and known as Allen Street, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary. The work to begin at the Springfield line and extend Southeasterly for a distance of five thousand feet more or less.

Wherefore, your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this twenty ninth day of March, 1932.

J. Raymond Ford
 Hermon W. King
 J. L. Malmstrom
 Selectmen of the
 Town of East Longmeadow

East Longmeadow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Allen St. beginning at the Springfield line and extending southeasterly for a distance of 5,000 ft more or less and for aid.

The foregoing petition was entered on the 2nd day of April 1932, and due proceedings having been had thereon, on the 31st day of August 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 31, 1932

On the petition of the Selectmen of the Town of East Longmeadow for relocation, alterations and specific repairs on Allen Street beginning at the Springfield line and extending southeasterly for a distance of 5,000 ft more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in East Longmeadow, leading from Springfield to Hampden, and being known as Allen Street, to grade, surface with bituminous macadam and otherwise improve about 4096 feet, the work to begin at the Springfield-East Longmeadow town line, station 74+95.69 and extend in an easterly direction to station 34+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County Of Hampden shall pay to the Town of East Longmeadow a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

Agawam, Selectmen of the Town of, Petrs. for relocation, alterations & specific repairs on Westfield St. beginning at a point where work stopped in 1931 northerly to the Westfield line a distance of 1.7 miles more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Agawam, in said County, that common convenience and necessity requires that the highway leading from Connecticut Line to Westfield Line and known as Westfield Street be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at a point where work stopped in 1931 and extend Northerly to the Westfield line, a distance of 1 and 7 tenths miles more or less.

WHEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be

made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eleventh day of April 1932.

Edwin L. Talmadge

John L. Burke

Giles W. Halladay

Selectmen of the Town of Agawam

The foregoing petition was entered on the 12th day of April 1932, and due proceedings having been had thereon, on the 1st day of October 1932, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 28, 1932

On the petition of the Selectmen of the Town of Agawam for relocation, alterations and specific repairs on Westfield Street beginning at a point where work stopped in 1931, northerly, to the Westfield line, a distance of 1.7 miles more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventeenth day of June, A. D. 1932, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout is located on Westfield Street, so called, and begins about one mile southerly of the Westfield line, extending thence northerly about 0.3 of a mile, being more fully described as follows:

The base line begins at a point in the present roadway shown on plan as station 225+41.78 and extends thence north $14^{\circ} 38' 45''$ east for a distance of 90.14 feet; thence by a curve to the left of 500.00 feet radius for a distance of 397.43 feet; thence north $30^{\circ} 53' 45''$ west for a distance of 55.09 feet; thence by a curve to the right of 700.00 feet radius for a distance of 199.57 feet; thence north $14^{\circ} 33' 40''$ west for a distance of 280.03 feet; thence by a curve to the left of 520.00 feet radius for a distance of 415.76 feet; thence north $60^{\circ} 22' 15''$ west for a distance of 84.49 feet to a point at the end of the layout shown on plan as station 240+64.29.

The westerly location line begins at a point on the westerly location line of the 1854 county layout, bearing north $75^{\circ} 21' 15''$ west and 43.64 feet distant from the point of beginning of the above-described base line shown on plan as station 225+41.78, and extends thence leaving said location line but tangent thereto, northerly by a curve to the left of 700.00 feet radius for a distance of 438.73 feet to a point bearing south $51^{\circ} 03' 20''$ west and 45.29 feet distant from station 230+29.35;

thence north 21° 15' 53" west in part by said 1854 location line for a total distance of 338.94 feet to a point bearing south 71° 39' 54" west and 37.15 feet distant from station 233+54.65; thence continuing by said location line north 14° 30' 53" west for a distance of 214.07 feet to a point bearing south 78° 53' 52" west and 36.96 feet distant from station 235+64.04; thence leaving said county location line and extending by a curve to the left of 400.00 feet radius for a distance of 238.46 feet to a point bearing south 46° 44' 00" west and 47.66 feet distant from station 238+24.57; thence north 48° 40' 18" west for a distance of 228.15 feet to a point at the end of the layout, again on the aforesaid 1854 location line, said point bearing south 29° 37' 45" west and being 22.29 feet distant from the point of ending of the above-described base line shown on plan as station 240+64.29.

The easterly location line begins at a point on the easterly location line of the aforesaid 1854 county layout, bearing south 75° 21' 15" east and 14.11 feet distant from the point of beginning of the above-described base line shown on plan as station 225+41.78; and extends thence following said location line north 14° 38' 45" east for a distance of 244.11 feet to a point bearing north 87° 59' 17" east and 36.63 feet distant from station 227+77.29; thence north 2° 59' 18" west for a distance of 110.76 feet to a point bearing north 76° 17' 17" east and 46.09 feet distant from station 228+79.39; thence leaving said 1854 location line and extending north 23° 30' 52" west for a distance of 477.25 feet to a point bearing north 71° 39' 54" east and 35.76 feet distant from station 233+54.65; thence north 14° 30' 53" west for a distance of 235.39 feet to a point bearing north 37° 07' 39" east and 45.72 distant from station 235+64.04; thence north 28° 30' 53" west in part by the aforesaid 1854 location line for a total distance of 194.00 feet; to a point bearing north 52° 23' 20" east and 33.27 feet distant from station 237+73.24; thence continuing by said location line north 48° 40' 18" west for a distance of 223.28 feet to a point bearing north 22° 14' 30" east and 35.76 feet distant from station 239+79.80; thence north 60° 22' 15" west for a distance of 79.89 feet to a point at the end of the layout bearing north 29° 37' 45" east and 35.46 feet distant from the point of ending of the above-described base line shown on plan as station 240+64.29.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Agawam in said County.

Parcel No. 1. From C. Melewski. A parcel of land on the westerly side of Westfield Street, so-called, between Stations 225+41.78 and 230+72+, bounded as follows:- Westerly by the westerly location line of the 1932 county layout for about 489 feet; northeasterly and easterly by the westerly location line of the 1854 county layout for about 514 feet; containing about 9,980 square feet.

Parcel No. 2. From John Robinson. A parcel of land on the northeasterly side of Westfield Street, so-called, between Stations 228+79.39 and 236+49+, bounded as follows:- Northeasterly by the northeasterly location line of the 1932 county layout for 774.64 feet; and southwesterly by the northeasterly location line of the 1854 county layout for 777.09 feet; containing about 12,350 square feet.

Parcel No. 3. From C. Melewski. A parcel of land on the westerly side of Westfield Street, so-called, between Stations 235+66+ and 236+25+, bounded as follows:- Westerly by the westerly location line of the 1932 county layout for about 54 feet; northerly by the southerly boundary of land of F. Bridgham for about 3 feet; and easterly by the westerly location line of the 1854 county layout for about 54 feet; containing about 50 square feet.

Parcel No. 4. From F. Bridgham. A parcel of land on the southwesterly side of Westfield Street, so-called, between stations 236+24+ and 240+64.29, bounded as follows:- Southwesterly by the southwesterly location line of the 1932 County Layout for about 412 feet; northeasterly by the southwesterly location line of the 1854 county layout for about 421 feet; and southerly by the northerly boundary of land of C. Melewski for about 3 feet; containing about 4,990 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the town of Agawam, Laid out by the County Commissioners, Hor. Scale: 40 feet to the inch; Vert. Scale: 8 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

C. Melewski	\$ 1.00
John Robinson	1.00
C. Melewski	1.00
F. Bridgham	1.00

The work is to consist of grading, surfacing with bituminous macadam and otherwise improving about 8406 feet of road in Agawam on Westfield Street beginning at about station 196 said station being on Westfield Street at the northerly end of the section constructed in 1931 and extending thence northerly on said Westfield Street for a distance of about 8406 feet to station 280+05.37; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Agawam a sum not to exceed FOURTEEN THOUSAND DOLLARS (\$14,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Agawam.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 1, 1932

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Chester, Selectmen of
Peters. for relocation,
alterations and spec-
ific repairs on Ches-
ter Hill Rd. beginn-
ing at the end of
section of road im-
proved in 1931 and
extending northerly
for a distance of
2500 feet more or
less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield and known as Chester Hill Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the section of road improved in 1931 and extending northerly for a distance of twenty-five hundred feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repair together with an appropriation from the State and Town.

Dated this eleventh of April 1932.

Thomas Rose
Leon J. Kelso
Thos. F. Haley
Selectmen of Chester

The foregoing petition was entered on the 20th day of April 1932, and due proceedings having been had thereon, on the 10th day of August 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 10, 1932

On the petition of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on Chester Hill Road beginning at the end of section of road improved in 1931 and extending northerly for a distance of 2500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Chester leading from Huntington to Middlefield and being known as Chester Hill Road, to grade, surface with stone retread and gravel and otherwise improve about 5400 feet, the work to begin at station 189+00 and extend in a northwesterly direction to station 243+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
)of the County
)of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Huntington to West Worthington and known as East River Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the section of the road improved in 1931 and extending for a distance of twenty-five hundred feet more or less. WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, make make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eleventh day of April 1932.

Thomas Rose
Leon J. Kelso
Thos. F. Haley
Selectmen of Chester

The foregoing petition was entered on the 20th day of April 1932, and due proceedings having been had thereon, on the 10th day of August 1932, said Commissioners file the following Final Decree, to wit:

Chester, Selectmen of
Petr. for relocation,
alterations and speci-
fic repairs on East
River Rd. beginning
at the end of section
of road improved in
1931 and extending
for a distance of
2500 ft. more or less,
and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 10, 1932

On the petition of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on East River Road beginning at the end of section of road improved in 1931 and extending for a distance of 2500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Chester leading from Huntington to Worthington and being known as the East River Road, to grade, surface with gravel and otherwise improve about 1100 feet, the work to begin at station 189+50 and extend in a north-westerly direction to station 200+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed THREE THOUSAND TWO HUNDRED DOLLARS (\$3,200.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

Chester, Selectmen of, Petrs. for relocation, alterations and specific repairs on Middlefield Road beginning at the end of section of road re-surfaced in 1931 and extending northerly for a distance of 2,000 ft more or less and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

Respectfully represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the highway leading from Chester to Middlefield and known as Middlefield Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the section of the road re-surfaced in 1931 and extending northerly for a distance of two thousand feet more or less. WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eleventh day of April 1932.

Thomas Rose
Leon J. Kelso
Thos. F. Haley
Selectmen of Chester

The foregoing petition was entered on the 20th day of April 1932, and due proceedings having been had thereon, on the 31st day of August, 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 31, 1932

On the petition of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on Middlefield Road beginning at the end of section of road resurfaced in 1931 and extending northerly for a distance of 2,000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Chester leading from Chester Village to Middlefield, and being known as Middlefield Road, to reshape, surface with stone retread and otherwise improve about 3,000 feet, the work to begin at about station 101+00, the end of the section of said road improved in 1931, and extend in a northerly direction to station 131+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from LUDLOW to BELCHERTOWN and known as "NORTH STREET" be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin about two hundred feet South of Chapin Street, which crosses North Street, and running South a distance of about three quarters of a mile.

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be

Ludlow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on North St. the work to begin about 200 ft south of Chapin St. which crosses North St. and running south a distance of about 3/4 of a mile, and for aid.

June meeting 1932

made, and that said County contribute to the expense of said repairs the sum of \$4900.00, together with a like allotment from the State and Town.

Dated this 6th day of May, 1932.

Robert H. Munsing }
Arthur C. Brodeur } Selectmen
John Supernaw } of the Town
 } of Ludlow, Mass.

The foregoing petition was entered on the 9th day of May 1932, and due proceedings having been had thereon, on the 3rd day of August 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 3, 1932

On the petition of the Selectmen of the Town of Ludlow for relocation, alterations and specific repairs on North Street, the work to begin about 200 feet south of Chapin Street which crosses North Street and running south a distance of about 3/4 of a mile, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-ninth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Ludlow, leading to Belchertown, and being known as North Street; to grade, surface with bituminous macadam and otherwise improve about 3900 feet, the work to begin at the end of the section improved in 1931 (Center Street) station 17+50, and extend in a southerly direction to station 56+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed FOUR THOUSAND NINE HUNDRED DOLLARS (\$4,900.), towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

Charles W. Bray) County
Thos. J. Costello) Commissioners
Clarence H. Granger) of the County
 } of Hampden.
 } Assoc. Commissioner

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Granville, in said County, that common convenience and necessity requires that the bridge at Degano's Pond on the Blandford Road leading from Granville Center to Blandford, and approaches, be specifically reconstructed and otherwise repaired as may be necessary.

WHEREFORE your petitioners pray that your Honorable Board after due notice view and hearing, may make such reconstruction and repairs, and order them to be made, and that said County contribute to the expense of same together with an appropriation from the Town.

Dated this 11 day of May 1932.

David F. Kenney

Porter T. Frisbie

Chas. E. Barnes

SELECTMEN OF THE TOWN OF GRANVILLE

The foregoing petition was entered on the 19th day of May 1932, and due proceedings having been had thereon, on the 31st day of August 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 31, 1932

On the petition of the Selectmen of the Town of Granville for reconstruction and repairs of bridge at Degano's Pond on Blandford Road leading from Granville Center to Blandford, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that said bridge should be reconstructed and repaired. At the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners order that said bridge be reconstructed and repaired as follows,-

the bridge to be concrete, 32 feet long, 4 feet wide inside cement - forms to be placed inside of wall and cement poured into forms; cement slab at top 10 inches in depth; 50 pieces steel rods 6-1/2 feet long 5/8" placed in slab 6 inches apart, 17-1/2 feet long; coping on each end of bridge to be 15 in. high, 12 in. wide; iron posts embedded in coping, 3 on each end; 4 in. wood rail top, 2 by 6 in. wood rail at bottom.

These repairs and reconstruction to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed TWO HUNDRED DOLLARS (\$200.) towards the repairs and reconstruction of this bridge.

All damages sustained by any person by reason of said repairs and reconstruction of this bridge, shall be paid by the Town of Granville.

June meeting 1932

Granville, Selectmen of the Town of, Petrs. for reconstruction and repairs of bridge at Degano's Pond on Blandford Road leading from Granville Center to Blandford, and for aid.

June meeting 1932

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

Granville, Selectmen
of the Town of, Petrs.
for relocation, alter-
ations and specific
repairs on Granby Rd.
leading from Conn.
line to Granville
Corners, the work to
begin at Conn. line
and extend northerly
to Hunt Place a dis-
tance of 4,000 ft.
more or less, and
for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Granville, in said County, that common convenience and necessity require that the highway leading from Conn. Line to Granville Corners and known as Granby Rd. be located, relocated, altered, and that said highway be specifically repaired by constructing, grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Conn. Line and extend northerly to Hunt Place, a distance of 4000 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such location, relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and this Town.

Dated this 11 day of May 1932.

David F. Kenney

Chas. E. Barnes

Porter T. Frisbie

Selectmen of the Town of
Granville

The foregoing petition was entered on the 19th day of May 1932, and due proceedings having been had thereon, on the 7th day of September 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 7, 1932

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on Graby Road leading from Conn. line to Granville Corners, the work to begin at Conn. line and extend northerly to Hunt Place, a distance of 4,000 ft more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Granville leading to Granby, Conn., and being known as the Granby Road, to grade, surface with gravel and tar and otherwise improve about 1800 feet, the work to begin at the Connecticut line, station 0+00, and extend in a northerly direction to station 18+00; these repairs to be made according to specifications set forth in agreement of the Department of Public

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Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

Edward J. Stapleton)
 :County
 Charles W. Bray :Commissioners
 :of the County
 Thos. J. Costello :of Hampden.

To the County Commissioners
 of the County of Hampden.

The undersigned citizens of the town of Granville in said County respectfully ask the attention of your Honorable Body to the fact that Common convenience safety and necessity require that South Lane which lies between the Main Highway and the Connecticut line, and located in the part of Granville known as Granville Center be in part, at least specifically repaired by grading, resurfacing and Hardening or other wise repaired as may be necessary.

One urgent reason for these repairs is the fact that this is the route of the school bus, a number of children are frequently hindered from attending school, and their lives are endangered on account of the condition of this road.

Wherefore your petitioners pray that your Honorable Board may determine and specify such Specific repairs and order them to be made, and that said County contribute a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) together with an appropriation from town and a contribution from citizens residing on and near South Lane, toward the expense of said repairs.

Karl S. Hansen
 Robert H. Tripp

W. C. Prewitt
 Loomis Roberts
 Ray Collier
 David F. Kenney

Granville, Mass.
 May 3, 1932.

The foregoing petition was entered on the 19th day of May 1932, and due proceedings having been had thereon, on the 10th day of August 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 10, 1932

On the petition of the Citizens of the Town of Granville for specific repairs on part of South Lane which lies between the Main Highway and the Conn. line, in Granville Center, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected, after adjudicating as aforesaid, said

Granville, Citizens
 of the Town of, Petrs.
 for specific repairs
 on part of South Lane
 which lies between
 the Main Highway and
 the Conn. line, in
 Granville Center, and
 for aid.

Commissioners order the following repairs made on South Lane in Granville, this road be specifically repaired commencing fifty (50) feet North of Carl Hanson's barn, from there South five hundred twenty five (525) feet, gravel eighteen (18) feet wide, in center ten (10) inches deep and on sides six (6) inches tapering to ditches.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

Edward J. Stapleton)
Charles W. Bray)County
)Commissioners
Thos. J. Costello)of the County
)of Hampden.

Montgomery, Selectmen of the Town of, Petrs. for specific repairs on the Main Road, the work to begin at a point near house of E.A. Chapman and extend northerly towards Montgomery Center, a dist. of 300 ft more or less, and beginning again at corner of New State Road, easterly towards Montgomery Center, a dist. of 1600 ft more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Montgomery, in said County, that common convenience and necessity require that the highway leading from Westfield to Huntington and known as Main Road be specifically repaired by constructing, grading, resurfacing, hardening and otherwise repaired as may be necessary, the work to begin at a point near house of E. A. Chapman and extend northerly towards Montgomery Center a distance of 300 feet more or less, and beginning again at corner of New State Road and extending easterly towards Montgomery Center a distance of 1600 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may make such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 17th day of May 1932.

Walter D. Allyn)
Myron E. Kelso)Selectmen
)of the Town of
Andrew J. Hall)Montgomery.

The foregoing petition was entered on the 19th day of May 1932, and due proceedings having been had thereon, on the 10th day of August 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 10, 1932

On the petition of the Selectmen of the Town of Montgomery for specific repairs on the Main Road, in two sections, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said

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Commissioners order the following repairs made on road in Montgomery leading from Huntington to Westfield, and being known as the Main Road to grade, surface with gravel and otherwise improve about 2250 feet, the work to begin at the end of the section of said road improved in 1931, station 11+50, and extend in a northwesterly direction to station 16+00, and begin again at station 224+00, the end of the section of said road improved in 1930, and extend in a southeasterly direction to station 206+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Montgomery.

Edward J. Stapleton) County
Charles W. Bray) Commissioners
Thos. J. Costello) of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Russell, in said County, that common convenience and necessity require that the highway leading from Railroad Station at Russell to Montgomery Town Line and known as the Montgomery Road be specifically repaired by constructing, grading, resurfacing, hardening and otherwise repaired as may be necessary, the work to begin at Russell Station and extend northerly to Montgomery Town line a distance of .8 mile more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may make such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town and State.

Dated this 28th day of May, 1932.

E. D. Parks
A. H. Moltenbrey
C. E. Wyman

Selectmen of the Town of Russell.

The foregoing petition was entered on the 31st day of May 1932, and due proceedings having been had thereon, on the 31st day of August 1932, said Commissioners file the following Final Decree, to wit:

Russell, Selectmen of the Town of, Petrs. for specific repairs on Montgomery Rd. beginning at Russell Station and extend northerly to Montgomery Rown line a distance of .8 mile more or less, and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 31, 1932

On the petition of the Selectmen of the Town of Russell for specific repairs on Montgomery Road beginning at Russell Station and extend northerly to Montgomery Town line a distance of .8 mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Russell leading to Montgomery, and being known as Montgomery Road, to repair, treat with bituminous material and otherwise improve about 3,625 feet, the work to begin at the Russell-Montgomery town line, station 0+00 and extend in a southerly direction to station 36+25; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed TWO HUNDRED EIGHTY-FIVE DOLLARS (\$285.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Russell.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

Russell, Selectmen of the Town of, Petrs. for specific repairs on Old Mountain Dry Bridge Rd. or General Knox Road beginning at old meeting house grounds and extend easterly to Westfield Town Line a distance of 3.2 miles more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Russell, in said County, that common convenience and necessity require that the highway leading from Westfield Town Line to old meeting house grounds and known as Old Mountain Dry Bridge Rd. or General Knox Road be specifically repaired by constructing, grading, resurfacing, hardening and otherwise repaired as may be necessary, the work to begin at old meeting house grounds and extend easterly to Westfield Town Line a distance of 3.2 miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may make such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this 28th day of May, 1932.

E. D. Parks
A. H. Moltenbrey
C. E. Wyman

Selectmen of the Town of Russell.

The foregoing petition was entered on the 31st day of May 1932, and due proceedings having been had thereon, on the 30th day of June 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 30, 1932

On the petition of the Selectmen of Russell for specific repairs on Old Mountain Dry Bridge Road or General Knox Road beginning at old meeting house grounds and extend easterly to Westfield Town Line a distance of 3.2 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on the Old Mountain Dry Bridge Road or General Knox Road, so-called, in Russell, this road be specifically repaired commencing at the Westfield-Russell town line and extending up the mountain to the Old Meeting House Grounds, the road to be gravelled, the ditches opened up, and blasting of rocks in and along the roadside.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Russell a sum not to exceed TWO HUNDRED EIGHTY-FIVE DOLLARS (\$285.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Russell.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as Piper Road, said West Springfield, be repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station #219 and extending northerly a distance of approximately thirty-nine hundred (3900) feet to Morgan Road.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this thirty-first day of May, 1932.

Frank T. Raleigh
Henry S. Johnston
Richard J. Specht
Selectmen of the Town of
West Springfield.

West Springfield, Selectmen of the Town of, Petrs. for specific repairs on Piper Rd. beginning at station #219 and extending northerly a distance of approx. 3900 feet to Morgan Road, and for aid.

The foregoing petition was entered on the 1st day of June, 1932, and due proceedings having been had thereon, on the 10th day of August 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 10, 1932

On the petition of the Selectmen of the Town of West Springfield for specific repairs on Piper Road beginning at station #219 and extending northerly a distance of approximately 3900 feet to Morgan Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in West Springfield being known as Piper Road, to grade, surface with bituminous macadam and otherwise improve said road, the work to begin at about station 219 said station being on Piper Road at the northerly end of the section constructed in 1931 and extending thence northerly on said Piper Road for a distance of about 3900 feet to station 258+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed EIGHT THOUSAND DOLLARS (\$8,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of West Springfield.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
)of the County
)of Hampden.

Brimfield, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on the Warren Rd. beginning at Station 100 and extend southerly to Station 149+50 a distance of 4950 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Brimfield, in said County, that common convenience and necessity requires that the highway leading from Brimfield to Warren and known as Warren Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 100 and extend Southerly to Station 149+50 a distance of 4950 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs

together with an appropriation from the State and Town.

Dated this 6th day of June 1932.

Frank B. Haley

Jas. A. G. Hoyt

Selectmen of the Town of Brimfield.

The foregoing petition was entered on the 9th day of June 1932, and due proceedings having been had thereon, on the 27th day of July 1932, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 27, 1932

On the petition of the Selectmen of Brimfield for relocation, alterations and specific repairs on the Warren Road beginning at station 100 and extending southerly to station 149+50 a distance of 4950 feet more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-second day of July A. D. 1932, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated and altered.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

The layout is located on the Warren Road, so called, and begins at the southerly end of the 1931 County layout, about 2 miles north of Brimfield Village; extending thence southerly to a point about 1100 feet northerly of the junction of said Warren Road with the State highway in Brimfield Village, as laid out July 17, 1928; said junction being about 200 feet westerly of the Town Hall.

The layout is more fully described as follows:

The base line begins at a point marking the southerly end of the base line of the aforesaid 1931 County layout, said point being shown on plan as station 100+50.00; and extends thence south 5° 56' 40" west for a distance of 117.78 feet; thence south 3° 40' 05" west for a distance of 685.99 feet; thence south 5° 01' 40" west for a distance of 358.98 feet to a point shown on plan as station 112+12.75; said station equalling station 112+40.14 for the line ahead, thence continuing by the same course (south 5° 01' 40" west) for a distance of 507.60 feet; thence south 2° 13' 50" east for a distance of 381.75 feet; thence by a curve to the right of 1371.45 feet radius for a distance of 590.70 feet; then south 22° 26' 50" west for a distance of 353.48 feet; thence by a curve to the left of 2064.34 feet radius for a distance of 319.36 feet; thence south 13° 35' 00" west for a distance of 1049.90 feet; thence by a curve to the right of 1041.51 feet for a distance of 395.19 feet; thence south 35° 19' 25" west for a distance of 111.88 feet to a point at the end of the layout in the present roadway, about 1100 feet northeasterly of the aforesaid State highway, said point being shown on plan as station 149+50.00.

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Length of layout is 4872.61 feet.

The easterly location line begins at a point marking the southerly end of the easterly location line of the aforesaid 1931 County layout, said point bearing south $84^{\circ} 03' 20''$ east and being 33.00 feet distant from the point of beginning of the above-described base line shown on plan as station 100+50.00; and extends thence parallel to said base line and 33.00 feet distant therefrom to a point bearing south $86^{\circ} 19' 55''$ East and 33.00 feet distant from station 107+50.00; thence south $17^{\circ} 32' 51''$ east for a distance of 178.41 feet to a point bearing south $53^{\circ} 40' 05''$ east and 115.89 feet distant from station 108+53.77; thence south $7^{\circ} 30' 37''$ west for a distance of 559.15 feet to a point bearing south $70^{\circ} 00' 13''$ east and 77.43 feet distant from station 114+80.00; thence south $2^{\circ} 57' 58''$ west for a distance of 200.13 feet to a point bearing north $64^{\circ} 49' 12''$ east and 94.48 feet distant from station 117+47.74; thence south $0^{\circ} 10' 21''$ west for a distance of 511.59 feet to a point bearing north $80^{\circ} 51' 51''$ east and 70.15 feet distant from station 122+30.41; thence by a curve to the right of 1000.00 feet radius for a distance of 331.24 feet to a point bearing south $66^{\circ} 24' 22''$ east and 60.26 feet distant from station 125+23.71; thence south $19^{\circ} 09' 05''$ west for a distance of 274.87 feet to a point bearing south $67^{\circ} 33' 10''$ east and 62.00 feet distant from station 128; thence south $20^{\circ} 57' 28''$ west for a distance of 357.26 feet to a point bearing south $83^{\circ} 23' 51''$ east and 71.43 feet distant from station 131+76.69; thence south $13^{\circ} 02' 01''$ west for a distance of 601.63 feet to a point bearing south $76^{\circ} 25' 00''$ east and 88.00 feet distant from station 137+70.00; thence south $15^{\circ} 08' 31''$ west for a distance of 430.16 feet to a point bearing south $76^{\circ} 25' 00''$ east and 76.30 feet distant from station 142; thence south $17^{\circ} 25' 19''$ west for a distance of 243.48 feet to a point bearing south $76^{\circ} 25' 00''$ east and 60.00 feet distant from station 144+42.93; thence south $21^{\circ} 51' 15''$ west for a distance of 348.41 feet to a point bearing south $72^{\circ} 55' 00''$ east and 67.30 feet distant from station 147+90.00; thence north $72^{\circ} 55' 00''$ west for a distance of 29.28 feet to a point bearing south $72^{\circ} 55' 00''$ east and 38.02 feet distant from said station 147+90.00; thence south $35^{\circ} 19' 25''$ west for a distance of 171.88 feet to a point at the end of the layout, bearing south $54^{\circ} 40' 35''$ east and 35.00 feet distant from the point of ending of the aforesaid base line shown on plan as station 149+50.00.

The westerly location line begins at a point marking the southerly end of the westerly location line of the aforesaid 1931 County layout, said point bearing north $84^{\circ} 03' 20''$ west and being 33.00 feet distant from the point of beginning of the above-described base line shown on plan as station 100+50.00; and extends thence parallel to said base line and 33.00 feet distant therefrom to a point bearing north $86^{\circ} 19' 55''$ west and 33.00 feet distant from station 108+53.77; thence south $7^{\circ} 13' 47''$ west for a distance of 583.67 feet to a point bearing north $70^{\circ} 00' 13''$ west and 57.36 feet distant from station 114+80.00; thence south $0^{\circ} 03' 25''$ west for a distance of 776.13 feet to a point bearing south

80° 51' 51" west and 46.88 feet distant from station 122+30.41; thence by a curve to the right of 800.00 feet radius for a distance of 265.86 feet to a point bearing north 66° 24' 22" west and 53.48 feet distant from station 125+23.71 feet; thence south 19° 05' 53" west for a distance of 663.36 feet to a point bearing north 83° 23' 51" west and 32.58 feet distant from station 131+76.69; thence south 14° 40' 34" west for a distance of 419.04 feet to a point bearing north 76° 25' 00" west and 29.00 feet distant from station 136; thence south 13° 26' 59" west for a distance of 300.00 feet to a point bearing north 76° 25' 00" west and 28.30 feet distant from station 139; thence south 15° 46' 00" west for a distance of 543.32 feet to a point bearing north 76° 25' 00" west and 49.00 feet distant from station 144+42.93; thence by a curve to the right of 1379.70 feet radius for a distance of 470.93 feet to a point bearing north 30° 51' 05" west and 43.73 feet distant from the point of ending of the above-described base line shown on plan as station 149+50.00; thence south 35° 19' 25" west for a distance of 17.66 feet to a point at the end of the layout, bearing north 54° 40' 35" west and 40.00 feet distant from the aforesaid station 149+50.00.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Brimfield in said County.

Parcel No. 1. A parcel of land supposed to be owned by MARY E. BROWN, located on the easterly side of Warren Road, so called, between stations 100+50.00 and 102+42+, bounded as follows:- Easterly by the easterly location line of the 1932 County Layout for about 191 feet; westerly by the assumed front property line for about 192 feet; and northerly by the line defining the northerly end of the layout for about 17 feet; containing about 2310 square feet.

Parcel No. 2. A parcel of land supposed to be owned by MARY E. BROWN, located on the westerly side of Warren Road, so called, between stations 100+50.00 and 102+80+, bounded as follows:- Westerly by the westerly location line of the 1932 County Layout for about 225 feet; northerly by the line defining the northerly end of the Layout for about 11 feet; easterly by the front property line, as defined by a stone wall and a fence for about 236 feet; and southerly by the northerly boundary of land of Clarence B. Brown, as defined by a stone wall, for about 38 feet; containing about 3315 square feet.

Parcel No. 3. A parcel of land supposed to be owned by CLARENCE B. BROWN, located on the westerly side of Warren Road, so-called, between stations 102+73+ and 111+30+, bounded as follows:- Westerly by the westerly location line of the 1932 County Layout for about 854 feet; northerly by the southerly boundary of land of Mary E. Brown for about 38 feet; northeasterly by the southwesterly side of said Warren Road, for about 70 feet; easterly by the easterly location line of said layout, for about 290 feet; and easterly again by the westerly side of the aforesaid road, as defined by a stone wall, for about 503 feet; containing about 33,700 square feet.

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The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the town of Brimfield, Hampden County, As Laid Out By The County Commissioners, Hor. Scale: 40 Feet to the inch; Ver. Scale: 8 Feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of November next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

Mary E. Brown \$1.00

Mary E. Brown 1.00

Clarence B. Brown 1.00

The work is to consist of grading, surfacing with gravel and tar and otherwise improving about 4,900 feet of the road in Brimfield leading to Warren and being known as the Warren Road, the work to begin at Station 100+50, and extend in a southerly direction to station 149+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Brimfield.

Edward J. Stapleton)County
Thos. J. Costello)Commissioners
Clarence H. Granger)of the County
Assoc. Commissioner

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

July 27, 1932

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

June meeting 1932

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wales, in said County, that common convenience and necessity requires that the highway leading from Monson to Wales and known as Monson Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 41+50 and extend easterly to station 54+78; beginning again at station 63+25 and extend easterly to station 70, a total distance of 1800 ft. more or less.

Wherefore, your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 18th day of June 1932.

Randolph D. Shaw
Everett A. Gray

Selectmen of the Town of Wales

The foregoing petition was entered on the 24th day of June 1932, and due proceedings having been had thereon, on the 30th day of September 1932, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 22, 1932

On the petition of the Selectmen of Wales for relocation, alterations and specific repairs on Monson Road beginning at station 41+50 easterly to station 54+78; beginning again at station 63+25 easterly to station 70, a total distance of 1800 feet more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-second day of July A. D. 1932, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout is located on the Monson Road, so-called, and begins at the easterly end of the 1931 County Layout, dated November 10, about 0.83 of a mile easterly of the Monson line, extending thence easterly in two sections as hereinafter described.

Section No. 1

This begins at the point of beginning, above described, and extends easterly about 0.2 of a mile.

The base line begins at a point marking the easterly end of the base line of the aforesaid 1931 County Layout, said point being shown on plan as station 44, extending thence north 75° 22' 30" east 1078.50

Wales, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Monson Rd. beginning at station 41+50 easterly to station 54+78; beginning again at station 63+25 easterly to station 70, a total distance of 1800 ft. more or less, and for aid.

feet to a point at the end of the section, shown on plan as station 54+78.50.

The northerly location line begins at a point marking the easterly end of the northerly location line of the aforesaid 1931 County Layout, said point bearing north $17^{\circ} 12' 06''$ west and being 31.50 feet distant from the point of beginning of the above-described base line shown on plan as station 44; and extends thence north $72^{\circ} 47' 54''$ east 42.90 feet to a point bearing north $15^{\circ} 47' 35''$ west 33.40 feet distant from station 44+42.12, thence north $75^{\circ} 36' 56''$ east 1037.20 feet to a point at the end of the section, bearing north $14^{\circ} 23' 04''$ west and 29.04 feet distant from the point of ending of the above described base line shown on plan as station 54+78.50.

The southerly location line begins at a point marking the easterly end of the southerly location line of the aforesaid 1931 County Layout, said point bearing south $17^{\circ} 12' 06''$ east and being 28.50 feet distant from the point of beginning of the above described base line, shown on plan as station 44; extending thence north $72^{\circ} 47' 54''$ east 41.42 feet to a point bearing south $15^{\circ} 47' 35''$ east and 26.61 feet distant from station 44+42.12; thence north $75^{\circ} 36' 56''$ east 1035.72 feet to a point at the end of the section, bearing south $14^{\circ} 23' 04''$ east and 30.96 feet distant from the point of ending of the above described base line shown on plan as station 54+78.50.

Section No. 2

This begins at a point about 0.16 of a mile easterly from the easterly end of Section No. 1 hereinbefore described, and extends thence easterly about 0.13 of a mile.

The base line begins at a point in the present roadway shown on plan as station 63+20.00, and extends thence north $68^{\circ} 13' 00''$ east 78.16 feet; thence north $67^{\circ} 02' 50''$ east 421.76 feet; thence north $75^{\circ} 18' 40''$ east 180.08 feet to a point at the end of the section and layout, shown on plan as station 70.

The northerly location line begins at a point bearing north $22^{\circ} 57' 10''$ west and 28.40 feet distant from the point of beginning of the above described base line, shown on plan as station 63+20.00, and extends thence north $67^{\circ} 02' 50''$ east 279.61 feet to a point bearing north $23^{\circ} 40' 08''$ west and 30.00 feet distant from station 66; thence north $65^{\circ} 36' 54''$ east 180.16 feet to a point bearing north $24^{\circ} 23' 06''$ west and 34.51 feet distant from station 67+80.59; thence by a curve to the right of 904.68 feet radius 176.62 feet to a point bearing north $13^{\circ} 11' 57''$ west and 41.00 feet distant from station 69+50.00; thence north $76^{\circ} 48' 03''$ east 49.98 feet to a point at the end of the section and layout, bearing north $13^{\circ} 11' 57''$ west and 39.70 feet distant from the point of ending of the above described base line, shown on plan as station 70.

The southerly location line begins at a point bearing south $22^{\circ} 57' 10''$ east and 31.60 feet distant from the point of beginning of the above described base line, shown on plan as station 63+20.00, and extends thence north $67^{\circ} 02' 50''$ east 280.36 feet to a point bearing

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south 23° 40' 08" east and 30.00 feet distant from station 66; thence north 65° 36' 54" east 180.91 feet to a point bearing south 24° 23' 06" east and 25.49 feet distant from station 67+80.59; thence by a curve to the right of 844.68 feet radius 164.90 feet to a point bearing south 13° 11' 57" east and 19.00 feet distant from station 69+50.00; thence north 76° 48' 03" east 49.98 feet to a point at the end of the section and layout, bearing south 13° 11' 57" east and 20.30 feet distant from the point of ending of the above described base line, shown on plan as station 70.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Wales in said County.

Parcel No. 1. A parcel of land supposed to be owned by ALBERTIE DUNHAM, on the northerly side of Monson Road, so-called, between stations 44+00 and 45+18+, bounded as follows: northerly by the northerly location line of the 1932 County Layout, for about 120 ft; southerly by the front property line as defined by a stone wall for about 122 ft; and westerly by the line defining the easterly end of the 1931 County Layout, for about 6 ft; containing about 935 sq. ft.

Parcel No. 2. A parcel of land supposed to be owned by ALBERTIE DUNHAM, on the southerly side of Monson Road, so-called, between stations 44+00 and 45+53+, bounded as follows: southerly by the southerly location line of the 1932 County Layout for about 150 ft; westerly by the line defining the easterly end of the 1931 County Layout, for about 13 ft; northerly by the front property line as defined by a stone wall, for about 153 ft; and easterly by the westerly boundary of land of Austin E. Wheeler, for about 13 ft; containing about 1770 sq. ft.

Parcel No. 3. A parcel of land supposed to be owned by AUSTIN E. WHEELER, on the southerly side of Monson Road, so-called, between stations 45+51+ and 54+78.50, bounded as follows: southerly by the southerly location line of the 1932 County Layout for about 929 ft; westerly by the easterly boundary of land of Albertie Dunham for about 13 ft; northerly by the front property line, as defined in part by a stone wall and in part assumed, for a total distance of about 927 ft; and easterly by the line defining the easterly end of the first section of the 1932 County Layout for about 11.5 ft; containing about 10,580 sq. ft.

Parcel No. 4. A parcel of land supposed to be owned by CLAYTON D. FELTON, on the northerly side of Monson Road, so-called, between stations 45+60+ and 47+34+, bounded as follows: Northerly by the northerly location line of the 1932 County Layout, for about 221 ft; easterly by the westerly boundary of land of Austin E. Wheeler for about 12 ft; southerly by the front property line in part assumed, and in part defined by a stone wall, for a total distance of about 223 ft; and westerly by the easterly side of a road as defined by a stone wall for about 14 ft; containing about 2500 sq. ft.

Parcel No. 5. A parcel of land supposed to be owned by AUSTIN E. WHEELER on the northerly side of Monson Road, so-called, between stations 47+83+ and 54+78.50; bounded as follows: northerly by the northerly location line of the 1932 County Layout for about 695 ft; easterly by the line defining the easterly end of the first section of the 1932 County Layout for about 10 ft; southerly by the front property line in part assumed, and in part defined, by a stone wall, for a total distance of about 696 ft; and westerly by the easterly boundary of land of Clayton D. Felton, for about 12 ft; containing about 6085 square feet.

Parcel No. 6. A parcel of land supposed to be owned by EVERETT E. and ADA BRADLEY on the northwesterly side of Monson Road, so-called, between stations 63+20.00 and 70+00.00; bounded as follows: northwesterly by the northwesterly location line of the 1932 County Layout for 686.37 ft; northeasterly by the line defining the northeasterly end of the second section of the 1932 County Layout for about 6 ft; southeasterly by the front property line, in part assumed, and in part defined, by a stone wall for a total distance of about 687 ft; and southwesterly by the line defining the southwesterly end of the second section of the 1932 County Layout for about 9 ft; containing about 4795 sq. ft.

Parcel No. 7. A parcel of land supposed to be owned by EVERETT E. and ADA BRADLEY, on the southeasterly side of Monson Road, so-called, between stations 63+20.00 and 68+00+, bounded as follows: southeasterly by the southeasterly location line of the 1932 County Layout, for about 481 ft; southwesterly by the line defining the southwesterly end of the second section of the 1932 County Layout for about 8 ft; and northwesterly by the front property line, as defined in part by a stone wall, and in part assumed, for a total distance of about 482 ft; containing about 4785 sq. ft.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the town of Wales, Hampden County, Laid out by the County Commissioners, Scale: 40 Feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

Albertie Dunham.	\$1.00
Albertie Dunham.	1.00
Austin E. Wheeler.	1.00
Clayton D. Felton.	1.00

Austin E. Wheeler. \$1.00
 Everett E. and Ada Bradley 1.00
 Everett E. and Ada Bradley 1.00

The work is to consist of grading, surfacing with gravel and tar and otherwise improving about 2,003.5 feet of road in Wales, leading to Monson, and being known as Monson Road, the work to begin at about station 41+50 and extend in a westerly direction to station 54+78.5 and begin again at station 63+25 and extend in a westerly direction to station 70+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Wales a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Wales.

Edward J. Stapleton)County
 :Commissioners
 Thos. J. Costello)of the County
 :of Hampden.
 Clarence H. Granger)Assoc.Commissioner.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

September 30, 1932

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

To the Honorable Board of County Commissioners of the County of Hampden: RESPECTFULLY REPRESENT the undersigned, Selectmen of Russell, that common convenience and necessity require that the retaining wall on the Montgomery Road near the Montgomery and Russell town line needs immediate repairs and renewal. This being in the location of the work being done on the Montgomery Road, now under repairs, under Chapter 90. WHEREFORE we pray that you will grant the town Two Hundred Dollars (\$200.00) from County funds, that the State will grant Two Hundred Dollars (\$200.00) and the town has granted Two Hundred Dollars (\$200), making a total of \$600, which will be in addition to the sum already appropriated on this road.

Very respectfully,

E. C. Parks }
 A. H. Moltenbrey } Selectmen
 C. E. Wyman } of
 } Russell

N. B. I have written Mr. Lyman about this emergency work and referred him to your board to confirm the necessity of immediate repair. We have made temporary crib work to keep any more of the stone from rolling on to the railroad tracks.

Russell, Selectmen of, Petrs. for repairs and renewal of retaining wall on the Montgomery Road near the Montgomery and Russell Town line, and for aid.

June meeting 1932

The foregoing petition was entered on the 8th day of July 1932, and due proceedings having been had thereon, on the 31st day of August 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 31, 1932

On the petition of the Selectmen of Russell for repairs and renewal of retaining wall on the Montgomery Road near the Montgomery and Russell Town line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of August, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Montgomery Road in Russell, this road be specifically repaired commencing near the Montgomery-Russell town line and extending southerly a distance of about 200 feet where a retaining wall is to be rebuilt with concrete, a new cement and cable railing constructed, the road widened and filled in with gravel, and resurfaced with gravel and tar.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Russell a sum not to exceed TWO HUNDRED DOLLARS (\$200.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Russell.

Edward J. Stapleton)
Chas. W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

Report on Cobble
Mountain Dam.

June 29, 1932

Report of James L. Tighe, Engineer, on Cobble
Mountain Dam.

June 28, 1932

The Hon. The Board of County Commissioners
Hampden County, Court House,
Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

During the past two weeks, owing principally to the heavy rainfall which occurred on the night of June 16th, the water in Cobble Mt. reservoir has risen 2 1/2 feet and the storage has increased 486 millions of gallons making the total storage now impounded 9,964 millions. This is practically four times the capacity of Borden Brook reservoir.

The rainfall on the Cobble Mt. watershed on the night of June 16th was not as heavy as on other watersheds in the district. On Cobble Mt. shed it measured 4 inches at Borden Brook reservoir whereas on the West Springfield Bear Hole Brook watershed it measured 6.80 inches and at the Ashley reservoir of the Holyoke supply it measured

6.71 inches. The previous maximum rainfall on record in this section of the State for a two day period occurred on July 13th and 14th 1897, when 6.45 inches was recorded.

The run-off collected from the four inch rainfall on Cobble Mt. watershed on the night of June 16th was only 18 per cent of the rainfall which would indicate that the rainfall on a large portion of the shed was considerably less than the four inches recorded at Borden Brook reservoir.

Respectfully submitted,

James L. Tighe

June 29, 1932

Ordered, County Treasurer, authorized and directed to pay \$271.13 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road in Holland. No. 76-1931.

Orders

July 6, 1932

Ordered, County Treasurer, authorized and directed to pay \$42.73 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road in Holland. No. 76-1931.

July 13, 1932

Ordered, County Treasurer authorized and directed to pay \$11,000. to City of Springfield on acct. of County's proportion of cost of work done on Parker Street.

July 20, 1932

Voted, to award contract for furnishing the Jail and House of Correction and Training School with anthracite coal to the SPRINGFIELD COAL CO.

Votes

Voted, to award the contract for furnishing the Jail and House of Correction with bituminous coal to the Farnsworth Coal Company.

August 3, 1932

Ordered, County Treasurer authorized and directed to pay \$2,371.89 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford.

Orders

Ordered, County Treasurer authorized and directed to pay \$1,335.25 to Town of Brimfield on acct. of County's proportion of cost of work done on Warren Road.

Ordered, that the sum of \$222.45 which is balance of County's proportion of cost of work done on Mashapaug Road be paid from County Treasury to Town of Holland. Case No. 76-1931.

Ordered, that \$700. be paid from County Treasury to Town of Palmer for work done on Forest Lake Rd. Case No. 29-1932 (1931 work)

Ordered, that \$2,000. be paid from County Treasury to City of Westfield for work done on Feeding Hills Road. Case No. 26-1932 (1931 work).

Ordered, that \$1,000. be paid from County Treasury to City of Westfield for work done on Montgomery Road. Case No. 25-1932 (1931 work).

June meeting 1932 Voted to Award Notes	August 10, 1932	Voted, to award County of Hampden Notes dated August 11, 1932, due November 8, 1932, aggregating \$250,000. to F. S. MOSELEY AND COMPANY of Boston, Mass., at 2.09% discount.
Orders	August 17, 1932	Ordered, County Treasurer authorized and directed to pay sum of \$498.12 to Town of Brimfield on acct. of County's proportion of cost of work done on Warren Road in Brimfield.
		Ordered, County Treasurer authorized and directed to pay \$15,000. to City of Springfield on acct. of County's proportion of cost of work done on Parker Street in Springfield.
		Ordered, County Treasurer authorized and directed to pay sum of \$6,000. to Town of West Springfield on acct. of County's proportion of cost of work done on Piper Road in West Springfield.
	August 22, 1932	Ordered, County Treasurer authorized and directed to pay sum of \$2,134.86 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford.
		Ordered, County Treasurer authorized and directed to pay the sum of \$2600. to Town of Hampden on acct. of County's proportion of cost of work done on Somers Road in Hampden.
		Ordered, County Treasurer authorized and directed to pay sum of \$2,501.65 to City of Chicopee on acct. of County's proportion of cost of work done on Sheridan Street and Ludlow City Road in Chicopee.
Agreement concern- ing land damages in Chicopee.	August 25, 1932	Agreement between County of Hampden and Holyoke Water Power Co. concerning land damages for highway purposes on Prospect Street in Chicopee. (This agreement is filed with the case, No. 69-1931).
Order to Transfer	August 31, 1932	Order to Transfer
Orders		Ordered, County Treasurer authorized and directed to pay \$631.17 to Town of Brimfield on acct. of County's proportion of cost of work done on Warren Road in Brimfield.
		Ordered, County Treasurer authorized and directed to pay \$1600. to Town of Chester on acct. of County's proportion of cost of work done on East River Road in Chester.
		Ordered, County Treasurer authorized and directed to pay \$1200. to Town of Chester on acct. of County's proportion of cost of work done on Middlefield Road in Chester.
		Ordered, County Treasurer authorized and directed to pay \$3,000. to Town of Chester on acct. of County's proportion of cost of work done on Chester Hill Road in Chester.
		Ordered, County Treasurer authorized and directed to pay \$1800. to Town of Montgomery on acct. of County's proportion of cost of work done on the Main Road in Montgomery.

June meeting 1932

August 31, 1932

Ordered, County Treasurer authorized and directed to pay sum of \$148.40 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales.

Order

September 14, 1932

Released from Hampden County Training School on parole, FRANCIS OSGOOD.

Released from Training School, on parole.

Order of Commissioners on inspection of highway in Blandford. Filed in Case No. 60 - 1926.

Orders

Order of Commissioners on inspection of highway in Granville. Filed in Case No. 66 - 1929.

Order of Commissioners on inspection of highway in Russell. Filed in Case No. 88 - 1931.

All three highways were built in connection with Cobble Mountain Dam.

September 26, 1932

Ordered, County Treasurer authorized and directed to pay \$1445.23 to the City of Chicopee on acct. of County's proportion of cost of work done on Sheridan Street and Ludlow City Road in Chicopee.

September 28, 1932

Voted, to award County of Hampden Notes #s 459 to 462 incl. dated Sept. 29/32 due Nov. 9/32 aggregating \$50,000. to Springfield National Bank of Springfield, Mass., at 1.50% discount.

Voted to Award Notes

Ordered, County Treasurer authorized and directed to pay \$3732.39 to the Town of Agawam on acct. of County's proportion of cost of work done on Westfield Street in Agawam.

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$2057.25 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford.

Ordered, County Treasurer authorized and directed to pay \$1158.99 to Town of Brimfield on acct. of County's proportion of cost of work done on Warren Road in Brimfield.

Ordered, that the sum of \$4896.44 be paid from County Treasury to Town of Ludlow for work done on North Street.

Ordered, that the sum of \$6907.55 which is balance of County's proportion of cost of work done on Parker Street be paid from County Treasury to City of Springfield. Case No. 93-1931.

Ordered, County Treasurer authorized and directed to pay \$770.44 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales.

Ordered, that the sum of \$998.93 be paid from County Treasury to Town of Wilbraham for work done on Stony Hill Road South.

Damages Done
By Dogs

June meeting 1932

Land Damages

Sundry Accounts

Sundry Accounts being presented, are allowed, and the same amounting to the sum of

September 28, 1932

Hampden, ss:

Judgment is entered up according to reports, etc., and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:

Clerk.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the first Tuesday of October, being the fourth day of said month, and from time to time to the twenty-third day of December, in the year of our Lord One Thousand Nine Hundred and Thirty-Two.

Present:

Edward J. Stapleton, Esquire, Chairman)
Charles W. Bray, Esquire
Thomas J. Costello, Esquire

County
Commissioners

The following Cases were Dismissed Without Prejudice:

Cases Dismissed
Without Prejudice

- No. 21 Inhabitants of the Town of West Springfield, Petrs. for layout, location, relocation, alteration, widening and specific repairs on Prospect St., beginning at Birnie Ave., and running westerly to the Westfield City Line.
- No. 28 Selectmen of the Town of Wilbraham, Petrs. for relocation, alterations and layout of Stony Hill Road leading from Boston Road to Tinkham Road for the purpose of effecting certain alterations as to widening and straightening in certain places and definitely fixing the highway boundary lines.
- No. 31 Inhabitants of the Town of Holland, Petrs. for layout, location, relocation, alteration, widening and specific repairs on Lead Mine Road and Mashapaug Road in five sections.
- No. 35 Granville, Selectmen and Citizens of the Town of, Petrs. for specific repairs on North Lane which lies between the main highway and Blandford line, and for aid.
- No. 53 Mayor and Board of Aldermen of the City of Holyoke, Petrs. for specific repairs on Cherry Street and Jarvis Avenue, beginning at the northerly end of Homestead Avenue and extend westerly and northerly to the Easthampton Road, a distance of 7,765 feet more or less, and for aid.
- No. 54 Mayor and Board of Aldermen of the City of Holyoke, Petrs. for specific repairs on Northampton Street, to construct a rotary traffic island at the intersection of said Northampton Street with Dwight Street and the Mt. Tom Road so called, and for aid.
- No. 67 Selectmen of the Town of Tolland, Petrs. for relocation, alterations and specific repairs on New Boston Road beginning about one mile west of the Center and extend west towards New Boston a distance of one-half mile more or less, and for aid.
- No. 85 ~~Selectmen of the Town of Brimfield, Petrs. for discontinuance of a certain portion of the old Sturbridge road between approximately station 87+50 and station 100.~~

Petition
Dismissed

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that common convenience and necessity require relocation, alterations and specific repairs in a certain highway located in said Town of Hampden, namely, that part of highway between Hampden and East Longmeadow extending from Hampden-East Longmeadow Road, northerly for 2000 feet, called Allen Street; that alterations be made in its course and width; that said part of said road be specifically repaired by grading, re-surfacing or hardening or otherwise repaired as may be necessary; that the County of Hampden will be greatly benefited by said repairs if same are made.

Hampden, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Allen St. that part of highway between Hampden and East Longmeadow extending from Hampden-East Longmeadow Rd. northerly for 2,000 feet, and for aid.

Oct. meeting 1932

Wherefore your petitioners pray that your Honorable Board may make such re-location and alterations and may determine and specify such repairs and order them to be made and that said County contribute towards the expense of said repairs.

Dated this eighth day of February, 1932.

Neil S. Kibbe)
Nelson M. Carew) Board of
John J. Flynn) Selectmen
) of the Town
) of Hampden.

The foregoing petition was entered on the 19th day of February 1932, and due proceedings having been had thereon, on the 4th day of October 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 4, 1932

On the petition of the Selectmen of the Town of Hampden for relocation, alterations and specific repairs on Allen Street, that part of highway between Hampden and East Longmeadow extending from Hampden-East Longmeadow Road northerly for 2,000 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Hampden leading to Springfield and being known as Springfield or Allen Street, to grade, surface with temperature resisting concrete and otherwise improve about 2,000 feet, the work to begin at the junction of Wilbraham, Longmeadow and Springfield Streets, station 0+00, and extend in a north-westerly direction to station 20+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Hampden.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
) of the County
) of Hampden.

Oct. meeting 1932

To The County Commissioners of the County of Hampden.

Respectfully represent the undersigned, Selectmen of the Town of Blandford, in said County, that common convenience and necessity require that the highway leading from Blandford to Huntington and known as Huntington road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at corner of North St. and Huntington road for a distance of 500 feet more or less.

Wherefore your petitioners pray that your honorable board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from said town.

Blandford
Feb. 26, 1932.

S. A. Anderson }
N. L. Haines } Selectmen
A. H. Smith } of
 } Blandford

The foregoing petition was entered on the 29th day of February 1932, and due proceedings having been had thereon, on the 2nd day of November 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1932

On the petition of the Selectmen of the Town of Blandford for relocation, alterations and specific repairs on Huntington Road beginning at corner of North Street and Huntington Road for a distance of 500 feet more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Huntington Road in Blandford, this road be specifically repaired beginning at the junction of North Street and Huntington Road, shoulders to be made, and 12" of gravel fill, for a distance of seven hundred feet (700') more or less, going in an easterly direction.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Blandford a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
) of the County
) of Hampden.

Blandford, Selectmen of, Petrs. for relocation, alterations and specific repairs on Huntington Rd. beginning at corner of North St. and Huntington Rd. for a distance of 500 feet more or less and for aid.

Oct. meeting 1932

Blandford, Selectmen of, Petrs. for relocation, alterations and specific repairs on Beech Hill Rd. beginning at junction of South Otis Rd. for a distance of 500 feet more or less, and for aid.

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To The County Commissioners of the County of Hampden.

Respectfully represent the undersigned, Selectmen of the town of Blandford, in said County, that common convenience and necessity require that the highway leading from Blandford to Granville and known as Beech Hill road, be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at junction of South Otis Road for a distance of 500 feet more or less.

Wherefore your petitioners pray that your honorable board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from said town.

Blandford, Mass.
Feb. 26, 1932

S. A. Anderson }
N. L. Haines } Selectmen
A. H. Smith } of
 } Blandford

The foregoing petition was entered on the 29th day of February 1932, and due proceedings having been had thereon, on the 2nd day of November 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1932

On the petition of the Selectmen of Blandford for relocation, alterations and specific repairs on Beech Hill Road beginning at junction of South Otis Road for a distance of 500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners order the following repairs made on Beech Hill Road in Blandford, this road be specifically repaired commencing at the junction of South Otis Road and Beech Hill Road, going south for a distance of 600 feet more or less, the road to be straightened, shoulders to be made, two culverts to be placed, one at junction of Otis Road and Beech Hill Road, and one about 300 feet from Otis Road, the fill to consist of 12" of gravel.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Blandford a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
 } of the County
 } of Hampden.

Oct. meeting 1932

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Chicopee Falls to Granby and known as Granby Road, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Fuller Road and extend northerly for a distance of four miles, more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated:
February 29th, 1932

Anthony J. Stonina Signed
MAYOR

F. P. Cobb
CITY ENGINEER

Edward Bourbeau
SUPT. OF STREETS

Highway Committee of the Board of Alderman

Arthur Balthazar
Alderman

Arthur Lachance
Alderman

Albert J. Maziarz
Alderman

VOTE

(Seal)

Chicopee, Mass., February 29, 1932.

To Whom it may Concern,

This is to certify that the following is a true copy taken from the minutes of the Board of Aldermen at their meeting held on February 1st, 1932.

"On motion of Alderman LaFleur the following petition was received and referred to the Mayor, City Engineer, Supt. of Streets and Highway Committee with power to act by a unanimous roll call vote.

Petition signed by the "Chicopee Emergency Unemployment Committee by Richard A. Witherell, Chairman" that you take such action as may be proper in the premises to request the Department of Public Works of the Commonwealth to construct two certain highways in this city, to wit: Granby Road in its entirety and the unfinished portion of Montgomery Street, with the further request that only inhabitants of the City of Chicopee, now unemployed, be engaged in the construction of the said highways.

Very truly yours,

Charles P. LaRiviere
City Clerk.

Seal

Chicopee, Mayor and Board of Aldermen of the City of, Petrs. for relocation, alterations and specific repairs on Granby Rd. leading from Chicopee Falls to Granby, beginning at Fuller Rd. and extending northerly for a distance of 4 miles more or less, and for aid.

Oct. meeting 1932

The foregoing petition was entered on the 9th day of March 1932, and due proceedings having been had thereon, the following Final Decree was entered on the 4th day of October 1932; and Amendment of Decree was filed on the 28th day of December 1932; to wit:

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 4, 1932

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for relocation, alterations and specific repairs on Granby Road leading from Chicopee Falls to Granby, beginning at Fuller Road and extending northerly for a distance of 4 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to grade, surface with gravel spread or broken stone mixed in place with bituminous material upon a gravel base course, and otherwise improve about 21319 feet of Granby Road, also known as Sheridan Street and Ludlow City Road, the work to begin at about station 0+0 said station being on Sheridan Street at Fuller Road and extending thence northeasterly on said Sheridan Street and on Ludlow City Road for a distance of about 21319 feet (station 0+0 to station 213+19.44); these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Chicopee a sum not to exceed THIRTEEN THOUSAND DOLLARS (\$13,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Chicopee.

Edward J. Stapleton)County
Thos. J. Costello)Commissioners
Clarence H. Granger)of the County
Assoc. Commissioner

AMENDMENT OF DECREE DATED 10/4/32

AND MADE A PART OF SAID DECREE

COMMONWEALTH OF MASSACHUSETTS.

Hampden, ss: County Commissioners' Meeting December 28, 1932

In the matter of the petition of the Mayor and Board of Aldermen of the City of Chicopee for relocation, alterations and specific repairs on Granby Road leading from Chicopee Falls to Granby, beginning at Fuller Road and extending northerly for a distance of four miles more or less, and for aid.

It having been made to appear to the County Commissioners that on account of extra drainage and sealed coats amounting to Seven Thousand Eight Hundred Dollars (7,800.), and a request having been made to the County Commissioners for the County to pay its proportionate share of this amount, it is hereby ordered and decreed that an additional sum of Two Thousand Six Hundred Dollars (\$2,600.) be paid to the City of Chicopee as the County's proportionate share, making the total amount to be paid by the County a sum not exceeding Fifteen Thousand Six Hundred Dollars (\$15,600.).

This is an amendment of the decree dated October 4, 1932 and made a part of said decree.

Edward J. Stapleton) County
 Thos. J. Costello) Commissioners
 Clarence H. Granger) of the County
 Assoc. Commissioner

To the Honorable County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the highway leading from Southwick to Suffield, Connecticut, and known as Depot Street and South Longyard Road, be relocated; that alterations be made in its course and width; and that said highway (or roads) be specifically repaired by grading, re-surfacing or hardening and otherwise repaired, together with bridge or culvert work, as may be necessary, the work to begin at a point on the Depot Street just westerly of the underpass at the N.Y.N.H. & H.R.R. and to extend easterly toward Suffield, Connecticut, along said Depot Street and South Longyard Road, a distance of about one-half mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and this Town.

Dated this twenty-second day of March A.D. 1932.

A. F. Johnson)
 Joseph C. Galpin) Selectmen
 Philip K. Hall) of
) Southwick.

The foregoing petition was entered on the 26th day of March 1932, and due proceedings having been had thereon, on the 2nd day of November 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1932

On the petition of the Selectmen of the Town of Southwick for relocation, alterations and specific repairs on Depot Street, also known as South Longyard Road, together with bridge or culvert work, beginning at a point on Depot Street just westerly of underpass at the N.Y. N.H. & H. R.R. extending easterly toward Suffield, Conn., a distance of about one-half mile more or less, and for aid.

Southwick, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Depot St. also known as South Longyard Rd., together with bridge or culvert work, beginning at a point on Depot St. just westerly of underpass at the N.Y. N.H. & H.R.R. extending easterly toward Suffield, Conn., a distance of about one-half mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road, beginning at about station 12+50 on South Longyard Road said station being about 650 feet west of the Canal, and extending thence in a general southeasterly direction for a distance of about 1400 feet. The sub-base where required shall consist of gravel as specified. The base course shall consist of broken stone with sand or stone dust binder as specified. The surface course shall consist of bituminous macadam as specified, and shall be two and one half (2-1/2) inches thick after rolling. The bituminous material shall consist of asphalt and the rate of the first application shall be two and one quarter (2-1/4) gallons per square yard. The following reinforced concrete slab bridges shall be built according to plans and as directed: station 20+31.5 over Great Brook and station 19+02 over Canal. The plans are filed in the Clerk of Courts' Office, Court House, Springfield, and with the Town Clerk of Southwick.

These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed EIGHT THOUSAND DOLLARS (\$8,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Southwick.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
)of the County
)of Hampden.

East Longmeadow, Selectmen of the Town of Petrs. for relocation, alterations and specific repairs on Westwood Ave. beginning at the end of last year's construction and extend south-westerly for a distance of 5,000 ft. more or less and for aid.

To the County Commissioners of the County of Hampden.

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that Common convenience and necessity require that the Highway leading from North Main Street to Maple Street and known as Westwood Ave., be relocated, that alterations be made in its course and width and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary. The work to begin at the end of last year's construction and extend South-westerly for a distance of five thousand feet more or less.

Wherefore, your petitioners pray that your Honorable Board after notice, view and hearing may make such relocations and alterations and may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said

repairs together with an appropriation from the Town.

Dated this twenty-ninth day of March 1932.

J. Raymond Ford

Hermon W. King

J. L. Malmstrom

Selectmen of the
Town of East Longmeadow

The foregoing petition was entered on the 2nd day of April 1932, and due proceedings having been had thereon, on the 5th day of October 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 5, 1932

On the petition of the Selectmen of the Town of East Longmeadow for relocation, alterations and specific repairs on Westwood Avenue beginning at the end of last year's construction and extend south-westerly for a distance of 5,000 ft more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners order the following repairs made on Westwood Avenue in East Longmeadow, this road be specifically repaired commencing at the end of last year's construction, south-westerly, for a distance of about 4700 feet; width, 20 feet; the work to consist of construction, widening and grading--surfacing, 8 inches of gravel-tar bound with one (1) gallon to a square yard.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

Edward J. Stapleton)
County
Charles W. Bray) Commissioners
of the County
Thos. J. Costello) of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

Respectfully represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require the the highway known as Williams Street in Chester, Massachusetts and leading northerly from the Lee road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the section of road improved in 1931 and extending for a distance of one thousand feet more or less.

Chester, Selectmen of,
Peters, for relocation
alterations & specific
repairs on William St.
beginning at end of
section of road impr-
oved in 1931 and ex-
tending for a distance
of 1,000 ft. more or
less, and for aid.

Oct. meeting 1932

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this eleventh day of April 1932.

Thomas Rose

Leon J. Kelso

Thos. F. Haley

Selectmen of Chester

The foregoing petition was entered on the 20th day of April 1932, and due proceedings having been had thereon, on the 5th day of October 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting Oct. 5, 1932

On the petition of the Selectmen of Chester for relocation, alterations and specific repairs on William Street beginning at end of section of road improved in 1931 and extending for a distance of 1,000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of June A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on William Street in Chester, this road be specifically repaired commencing at the end of section finished in 1931 and extending northerly to Dauphin driveway, a distance of four hundred fifty feet (450'), the road to be constructed with stone filled entire length, 18 ft. wide, and retread surface 2 in. thick, 18 ft. wide; stone fill to be broken stone 1 ft. deep rolled with a gravel binder; retread to be traprock mixed in place with three applications of tar bound with pea stone.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Chester a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Edward J. Stapleton)

Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

Oct. meeting 1932

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

Respectfully represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the highway known as Prospect Street in Chester, Massachusetts leading from Main Street to Abbott Hill road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the section of road improved in 1931 and extending for a distance of eight hundred feet more or less, averaging sixteen feet in width.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify repairs and order them to be made, and that said County contribute to the expense of said repairs together with an allotment from the State & Town of Chapter 81 money.

Dated this eleventh day of April 1932.

Thomas Rose

Leon J. Kelso

Thos. F. Haley

Selectmen of Chester

The foregoing petition was entered on the 20th day of April 1932, and due proceedings having been had thereon, on the 5th day of October 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting October 5, 1932

On the petition of the Selectmen of Chester for relocation, alterations and specific repairs on Prospect Street beginning at the end of section of road improved in 1931 and extending for a distance of 800 feet more or less, averaging sixteen feet in width, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of June A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Prospect Street in Chester, this road be specifically repaired commencing at end of section finished in 1931 and extending northerly to property of Mrs. L. Cornoni, a distance of one thousand feet (1000'), the road to be constructed with a gravel base, shaped and graded, 16 ft. wide, and retread surface 2 in. thick, 16 ft. wide; base to be stone filled where narrow and gravel spread rolled in place entire length; retread to be traprock mixed in place with three applications of tar rolled and bound with pea stone; a retaining wall to be built next to B & A R R about 75 ft. long and average 5 ft. high with concrete material.

Chester, Selectmen of
Petra. for relocation,
alterations and speci-
fic repairs on Prosp-
ect St. beginning at
end of section of
road improved in 1931
and extending for a
distance of 800 feet
more or less, averag-
ing sixteen feet in
width, and for aid.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Chester a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
)of the County
)of Hampden.

Ludlow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on East St. beginning where work stopped in year 1931 and extend westerly for a distance of about one-half mile and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from LUDLOW to THREE RIVERS and known as "EAST STREET" be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin WHERE WORK STOPPED IN YEAR 1931 and extend WESTERLY for a distance of about one-half mile.

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs the sum of \$2500.00, together with a like allotment from the State and Town.

Dated this 6th day of May, 1932.

Robert H. Munsing Selectmen
Arthur C. Brodeur of the Town
John Supernaw of Ludlow, Mass.

The foregoing petition was entered on the 9th day of May 1932, and due proceedings having been had thereon, on the 26th day of October 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 26, 1932

On the petition of the Selectmen of the Town of Ludlow for relocation, alterations and specific repairs on East Street, beginning where work stopped in year 1931 and extend westerly for a distance of about one-half mile, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-ninth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Ludlow, leading to Three Rivers (Palmer), and being known as East Street, to grade,

surface with gravel and tar and otherwise improve about 2,250 feet, the work to begin at the end of the section of said road improved in 1931, station 53+00, and extend in a westerly direction to station 77+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

Charles W. Bray)County
Thos. J. Costello)Commissioners
Clarence H. Granger)of the County
Assoc. Commissioner

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Granville, in said County, that common convenience and necessity require that the highway leading from West Granville to Granville Center and known as Main Rd. be relocated, that alterations be made in its course and width, and that said highway be specifically repaired by grading, re-surfacing or hardening and otherwise repaired, together with bridge, as may be necessary, the work to begin at Reeves House and extend easterly to South Lane Road a distance of 2000 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and this Town.

Dated this 11 day of May 1932.

David F. Kenney
Chas. E. Barnes
Porter T. Frisbie
Selectmen of the Town of
Granville.

The foregoing petition was entered on the 19th day of May 1932, and due proceedings having been had thereon, on the 30th day of November 1932, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 30, 1932

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on the Main Road beginning at Reeves House and extend easterly to South Lane Road, a distance of 2000 feet more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners, did, on

Granville, Selectmen of the Town of, Petrs. for relocation, alterations, and specific repairs on the Main Rd. beginning at Reeves House and extend easterly to South Lane Road, a distance of 2000 ft. more or less, and for aid.

Oct. meeting 1932

the seventeenth day of June, A. D. 1932, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout is located on the Main Road between the Towns of Tolland and Granville and begins at a point about 550 feet southeasterly of the dividing line between said towns, extending thence northwesterly as hereinafter described to said dividing line.

The base line begins at a point in the present roadway shown on plan as station 1+10.12; extending thence north $58^{\circ} 45' 00''$ west for a distance of 142.39 feet; thence north $38^{\circ} 02' 40''$ west for a distance of 268.80 feet; thence north $57^{\circ} 05' 00''$ west for a distance of 139.51 feet to a point at the end of the layout, on the aforesaid Tolland-Granville line, bearing south $22^{\circ} 52' 10''$ west and 32.49 feet distant from the angle in said town line located in Hubbard Brook, so called; said point being shown on plan as station 6+60.82.

Length of layout equals 550.70 feet.

The southwesterly location line begins at a point bearing south $31^{\circ} 15' 00''$ west and 33.00 feet distant from the point of beginning of the above-described base line shown on plan as station 1+10.12; and extends thence northwesterly by a curve to the right of 753.00 feet radius for a distance of 217.83 feet to a point bearing south $47^{\circ} 49' 29''$ west and 27.28 feet distant from station 3+21.61; thence north $42^{\circ} 10' 31''$ west for a distance of 131.71 feet to a point bearing south $47^{\circ} 49' 29''$ west and 36.79 feet distant from station 4+53.67; thence by a curve to the left of 731.31 feet radius for a distance of 190.28 feet to a point at the end of the layout, on the aforesaid Tolland-Granville line, said point bearing south $22^{\circ} 52' 10''$ west and being 33.51 feet distant from the point of ending of the above-described base line shown on plan as station 6+60.82.

The northeasterly location line begins at a point bearing north $31^{\circ} 15' 00''$ east and 33.00 feet distant from the point of beginning of the above-described base line shown on plan as station 1+10.12, and extends thence northwesterly by a curve to the right of 687.00 feet radius for a distance of 198.74 feet to a point bearing north $47^{\circ} 49' 29''$ east and 38.72 feet distant from station 3+21.61; thence north $42^{\circ} 10' 31''$ west for a distance of 131.71 feet to a point bearing north $47^{\circ} 49' 29''$ east and 29.21 feet distant from station 4+53.67; thence by a curve to the left of 797.31 feet radius for a distance of 207.46 feet to a point bearing north $42^{\circ} 57' 50''$ east and 33.51 feet distant from the point of ending of the aforesaid base line shown on plan as station 6+60.82; thence north $57^{\circ} 05' 00''$ west for a distance of 12.05 feet to a point at the end of the layout, on the aforesaid Tolland-

Granville line, said point bearing north $22^{\circ} 16' 46''$ east and being 33.58 feet distant from the aforesaid station 6+60.82.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Granville in said County.

Parcel No. 1. A parcel of land supposed to be owned by WILLIAM COOLEY, on the southwesterly side of Main Road, so-called, between stations 1+10.12 and 2+49 \pm , bounded as follows: Southwesterly by the southwesterly location line of the 1932 County Layout, for about 140 feet; northeasterly by the assumed front property line for about 139 feet; and southeasterly by the line defining the beginning of the 1932 County Layout, for about 12 feet; containing about 1,110 square feet.

Parcel No. 2. A parcel of land supposed to be owned by WILLIAM COOLEY, on the northeasterly side of Main Road, so-called, between stations 1+10.12 and 4+44 \pm , bounded as follows: Northeasterly by the northeasterly location line of the 1932 County Layout, for about 319 feet; southeasterly by the line defining the beginning of the 1932 County Layout, for about 12 feet; and southwesterly by the assumed front property line, for about 326 feet; containing about 5,360 square feet.

Parcel No. 3. A parcel of land supposed to be owned by WILLIAM COOLEY, on the southwesterly side of Main Road, so-called, between stations 3+21 \pm and 6+45 \pm , bounded as follows: Southwesterly by the southwesterly location line of the 1932 County Layout, for about 256 feet; westerly by the easterly bank of Hubbard Brook, so-called, for about 84 feet; northerly by the assumed front property line, for about 18 feet; northeasterly by the northeasterly location line of the 1932 County Layout, for about 57 feet; and again northeasterly, by the assumed front property line, for about 262 feet; containing about 9830 square feet.

Parcel No. 4. A parcel of land supposed to be owned by WILLIAM COOLEY, southwesterly of Main Road, so-called, between stations 6+38 \pm and 6+60.82, bounded as follows: Southwesterly by the southwesterly location line of the 1932 County Layout, for about 18 feet, northwesterly by the Granville-Tolland town line, for about 42 feet; and easterly by the westerly bank of Hubbard Brook, so-called, for about 50 feet; containing about 465 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the town of Granville, Hampden County, As Laid Out By The County Commissioners, Hor. Scale: 40 feet to the inch; Ver. Scale: 8 feet to the inch.

Oct. meeting 1932

And the owners of the land over which said highway is thus laid out are allowed until the first day of January next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

William Cooley.	\$ 1.00
William Cooley.	1.00
William Cooley.	1.00
William Cooley.	1.00

The work is to consist of constructing so much of a reinforced concrete beam bridge on Main Road, over the Hubbard River, as lies in the town of Granville, and to grade, surface with gravel and tar and otherwise improve about 2,078 feet of road in Granville, leading to Tolland, and being known as the Main Road; the work to be done in three sections as follows:

Section 1, the work to consist of the construction of a 25-foot re-inforced concrete beam bridge at the Granville-Tolland line;

Section 2, (approaches to the bridge) the work to begin at station 124+85 and extend in a westerly direction to station 130+13; and

Section 3, the work to begin at the end of the section improved in 1931, station 34+50, and extend in an easterly direction to station 19+00;

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, also contract with standard specifications and special provisions.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed FIVE THOUSAND FIVE HUNDRED DOLLARS (\$5,500.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Granville.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

November 30, 1932

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Oct. meeting 1932

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENTS, the undersigned, SELECTMEN OF HOLLAND, in said COUNTY, that common convenience and necessity require that the highway leading from HOLLAND to MASHAPAUG and known as the MASHAPAUG ROAD, be relocated, that alterations be made in its course and width and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at STATION numbered 135 and extend SOUTH EAST for a distance of approximately 2000 feet, more or less.

WHEREFORE, your petitioners pray that your HONORABLE BOARD, after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them made and that said COUNTY contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 14th, day of May, 1932.

The Town appropriation for this work was EIGHT HUNDRED DOLLARS (\$800.00)

Albert J. Streubel	} SELECTMEN OF HOLLAND
W. F. Cummings	
John H. Trepania	

The foregoing petition was entered on the 25th day of May, 1932, and due proceedings having been had thereon, on the 19th day of October 1932, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 19, 1932

On the petition of the Selectmen of Holland for relocation, alterations and specific repairs on Mashapaug Road beginning at station #135 and extend southeast for a distance of approximately 2000 feet more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-second day of July, A. D. 1932, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout is located on Brimfield Road, so called, and begins at the southerly end of the county layout dated September 30, 1931, about 0.6 of a mile southerly of Holland Village, and extends thence southerly, southwesterly and again southerly, for about three-eighths of a mile, as hereinafter described.

The base line begins at a point shown on plan as station 136+38.45, said point marking the southerly end of the base line of the aforesaid 1931 county layout, and extends thence southerly by a curve to the left

Holland, Selectmen of, Petrs. for relocation, alterations and specific repairs on Mashapaug Road beginning at station #135 and extend southeast for a distance of approximately 2000 ft more or less, and for aid.

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Plans in Book 10,
Pages 20 & 21.

Oct. meeting 1932

of 640.58 feet radius 17.55 feet; thence south $18^{\circ} 38' 10''$ east 420.00 feet; thence by a curve to the right of 483.96 feet radius 603.94 feet; thence south $52^{\circ} 51' 50''$ west 135.82 feet; thence by a curve to the left of 941.00 feet radius 268.64 feet; thence south $36^{\circ} 30' 25''$ west 202.21 feet; thence by a curve to the left of 560.90 feet radius 286.41 feet to a point at the end of the layout, shown on plan as station 155+73.02.

The easterly and westerly location lines are each parallel to and 30.00 feet distant from the above-described base line, the points of beginning of said location lines bearing respectively north $72^{\circ} 56' 00''$ east and south $72^{\circ} 56' 00''$ west and each being 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 136+38.45; and the points of ending of said location lines bearing respectively south $82^{\circ} 45' 00''$ east and north $82^{\circ} 45' 00''$ west and each being 30.00 feet distant from the point of ending of said base line shown on plan as station 155+72.02.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Holland in said County.

Parcel No. 1. A parcel of land supposed to be owned by ABBIE A. HOWLETT, OLIVER L. HOWLETT and LARENDY A. BLODGETT, located on the easterly side of Brimfield Road, so-called, between stations 136+38+ and 141+97+, bounded as follows: Easterly by the easterly location line of the 1932 County layout for about 562 feet; southerly by the northerly boundary of land of Oliver L. Howlett for about 12 feet; westerly by the front property line in part assumed and in part as evidenced by the remains of wall and fence, for about 560 feet; and northerly by the northerly end of the 1932 County layout for about 17 feet; containing about 13,150 square feet.

Parcel No. 2. A parcel of land supposed to be owned by ADA WATERMAN, located on the westerly side of Brimfield Road, so-called, between Stations 136+38+ and 137+14+, bounded as follows: Westerly by the westerly location line of the 1932 County layout for about 75 feet; northerly by the northerly end of the 1932 County layout for about 4 feet; and easterly by the front property line as assumed for about 75 feet; containing about 150 square feet.

Parcel No. 3. A parcel of land supposed to be owned by GEORGE A. BENOIT, located on the westerly side of Brimfield Road, so-called, between Stations 139+34+ and 140+03+, bounded as follows: Westerly by the westerly location line of the 1932 County layout for about 68 feet; easterly by the front property line in part as evidenced by a wall and in part assumed for about 70 feet; and southerly by the northerly boundary of land of G. Noble Davidson for about 4 feet; containing about 180 square feet.

Parcel No. 4. A parcel of land supposed to be owned by G. NOBLE DAVIDSON, located on the westerly side of Brimfield Road, so-called, between stations 140+01+ and 146+76+, bounded as follows: Westerly by the westerly location line of the 1932 County layout for about 636 feet; northerly by the southerly boundary of land of George A. Benoit for about 4 feet; easterly by the front property line as assumed for about 350 feet; again easterly by the easterly location line of the 1932 County layout for about 112 feet; southeasterly by the front property line in part assumed and in part as evidenced by a stone wall for about 224 feet; and southwesterly by the northeasterly boundary of land of Russell Chandler for about 27 feet; containing about 20650 square feet.

Parcel No. 5. A parcel of land supposed to be owned by OLIVER L. HOWLETT, located on the easterly side of Brimfield Road, so-called, between stations 141+95+ and 142+39+, bounded as follows: Easterly by the easterly location line of the 1932 County layout for about 46 feet; westerly by the front property line as assumed for about 45 feet; and northerly by the southerly boundary of land of Abbie A. Howlett, Oliver L. Howlett, and Larendy A. Blodgett for about 12 feet; containing about 285 square feet.

Parcel No. 6. A parcel of land supposed to be owned by OLIVER L. HOWLETT, located on the southeasterly side of Brimfield Road, so-called, between stations 146+40+ and 150+43+, bounded as follows: Southeast-erly by the southeasterly location line of the 1932 County layout for about 398 feet; southwesterly by the northeasterly boundary of land of Brainard D. Nims for about 8 feet; and northwesterly by the front property line in part as evidenced by the front edge of the rip-rap and in part assumed for about 401 feet; containing about 2670 square feet.

Parcel No. 7. A parcel of land supposed to be owned by RUSSELL CHANDLER, located on the northwesterly side of Brimfield Road, so-called, between stations 146+72+ and 148+78+, bounded as follows: Northwesterly by the northwesterly location line of the 1932 County layout for about 203 feet; northeasterly by the southwesterly boundary of land of G. Noble Davidson for about 27 feet; southeasterly by the front property line in part as evidenced by a stone wall and in part assumed for about 204 feet; and southwesterly by the northeasterly boundary of land of Brainard D. Nims for about 20 feet; containing about 4400 square feet.

Parcel No. 8. A parcel of land supposed to be owned by BRAINARD D. NIMS, located on the northwesterly side of Brimfield Road, so-called, between stations 148+74+ and 154+06+, bounded as follows: Northwest-erly by the northwesterly location line of the 1932 County layout for about 539 feet; northeasterly by the southwesterly boundary of land of Russell Chandler for about 20 feet; and southeasterly by the front property line as assumed for about 540 feet; containing about 8210 square feet.

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Parcel No. 9. A parcel of land supposed to be owned by BRAINARD D. NIMS, located on the southeasterly side of Brimfield Road, so-called, between stations 150+43+ and 151+02+, bounded as follows: Southeast-erly by the southeasterly location line of the 1932 County layout for about 57 feet; northwesterly by the front property line as evidenced by the front edge of the rip-rap for about 58 feet; and northeasterly by the southwesterly boundary of land of Oliver L. Howlett for about 8 feet; containing about 260 square feet.

Parcel No. 10. A parcel of land supposed to be owned by BRAINARD D. NIMS, located on the southeasterly side of Brimfield Road, so-called, between stations 151+43+ and 155+35+, bounded as follows: Southeast-erly by the southeasterly location line of the 1932 County layout for about 361 feet; southerly by the northerly boundary of land of G. H. Brown as defined by the center line of Amber Hill Brook for about 23 feet; and westerly and northwesterly by the front property line in part assumed, in part as evidenced by a stone wall and in part by the front edge of the rip-rap for about 392 feet; containing about 6300 square feet.

Parcel No. 11. A parcel of land supposed to be owned by CHAFFEE BROS. COMPANY, located on the westerly side of Brimfield Road, so-called, between stations 154+61+ and 155+54+, bounded as follows: Westerly by the westerly location line of the 1932 County layout for about 97 feet; easterly by the front property line in part as evidenced by a stone wall and in part assumed for about 93 feet; and southerly by the northerly boundary of land of Joseph W. McQuillan for about 12 feet; containing about 735 square feet.

Parcel No. 12. A parcel of land supposed to be owned by G. H. BROWN, located on the easterly side of Brimfield Road, so-called, between stations 155+18+ and 155+73.02, bounded as follows: Easterly by the easterly location line of the 1932 County layout for about 52 feet; southerly by the southerly end of the 1932 County layout for about 13 feet; westerly by the front property line as assumed for about 37 feet; and northerly by the southerly boundary of land of Brainard D. Nims as defined by the center line of Amber Hill Brook for about 23 feet; containing about 640 square feet.

Parcel No. 13. A parcel of land supposed to be owned by JOSEPH W. McQUILLAN, located on westerly side of Brimfield Road, so-called, between stations 155+49+ and 155+73.02, bounded as follows: Westerly by the westerly location line of the 1932 County layout for about 20 feet; northerly by the southerly boundary of land of Chaffee Bros. Company for about 12 feet; easterly by the front property line as assumed for about 25 feet; and southerly by the southerly end of the 1932 County layout for about 11 feet; containing about 250 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the town of Holland, Hampden County, As Laid Out By

The County Commissioners, Hor. Scale: 40 Feet to the inch; Ver. Scale: 8 Feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

Abbie A. Howlett, Oliver L. Howlett and Larendy A. Blodgett.	\$1.00
Ada Waterman	1.00
George A. Benoit	1.00
G. Noble Davidson.	1.00
Oliver L. Howlett.	1.00
Oliver L. Howlett.	1.00
Russell Chandler	1.00
Brainard D. Nims	1.00
Brainard D. Nims	1.00
Brainard D. Nims	1.00
Chaffee Bros. Company.	1.00
G. H. Brown	1.00
Joseph W. McQuillan.	1.00

The work is to consist of grading, surfacing with gravel and tar and otherwise improving about 2,050 feet of road in Holland, leading to Brimfield, and being known as Brimfield Road also Mashapaug Road, the work to begin at the end of the section of said road improved in 1931, station 135+00, and extend in a southerly direction to station 155+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Holland a sum not to exceed THREE THOUSAND TWO HUNDRED DOLLARS (\$3,200.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Holland.

Edward J. Stapleton)County
:Commissioners
Thos. J. Costello)of the County
:of Hampden.
Clarence H. Granger)Assoc. Commissioner

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 19, 1932

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Lewis A. Twitchell, Asst. Clerk.

Oct. meeting 1932

Holland, Selectmen of
Peters, for specific
repairs on East Brim-
field Rd. beginning
at Brimfield line to
Siaog Lake a distance
of approximately 2900
ft. and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represents the undersigned, Selectmen of the Town of Holland, in said County, that common convenience and necessity require that the highway leading from East Brimfield to Siaog Lake and going in an Easterly direction to the East Brimfield line, and known as the East Brimfield Road be specifically repaired by resurfacing with an application of Tarvia, the work to begin at Brimfield line to Siaog Lake a distance of approximately 2900 feet.

WHEREFORE, your petitioners pray that your Honorable Board, after notice, view and hearing, may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 14th day of May, 1932.

Albert J. Streubel	} SELECTMEN OF HOLLAND
W. F. Cummings	
John H. Trepania	

The foregoing petition was entered on the 25th day of May 1932, and due proceedings having been had thereon, on the 19th day of October 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 19, 1932

On the petitions of the Selectmen of the Town of Holland for specific repairs on East Brimfield Road beginning at Brimfield line to Siaog Lake, a distance of approximately 2900 feet, and for aid; and for specific repairs on Brimfield Road beginning at the Brimfield line to station #110, a distance of approximately two miles, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 64 and No. 65, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1932, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Holland leading from Brimfield and Holland to Mashapaug and East Brimfield, and being known as Brimfield and East Brimfield Roads, to repair, treat with bituminous material and otherwise improve about 13,745.6 feet, the work on the East Brimfield Road to begin at the end of the 1931 construction at a point of about 0.1 mile beyond Holland 4 Corners at station 0, and extend to station 27+45.6 at Siaog Lake, a distance of about 2745 feet; and the work on the Brimfield Road to begin at the Brimfield line, station 0, and extend southerly on Brimfield road for a distance of 11,000 feet to station 110; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Holland.

Edward J. Stapleton) County
Thos. J. Costello) Commissioners
Clarence H. Granger) of the County
Assoc. Commissioner

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represents the undersigned, Selectmen of the Town of Holland, in said County, that common convenience and necessity require that the highway leading from Brimfield to Holland and known as the Brimfield Road be specifically repaired by resurfacing with an application of Tarvia, beginning at the Brimfield line to Station number 110, a distance of approximately two miles.

WHEREFORE, your petitioners pray that your Honorable Board, after notice, view and hearing, may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 14th day of May, 1932.

Albert J. Streubel)
W. F. Cummings) SELECTMEN
John H. Trepania) OF
HOLLAND

The foregoing petition was entered on the 25th day of May 1932, and due proceedings having been had thereon, on the 19th day of October 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 19, 1932

On the petitions of the Selectmen of the Town of Holland for specific repairs on East Brimfield Road beginning at Brimfield line to Siao Lake, a distance of approximately 2900 feet, and for aid; and for specific repairs on Brimfield Road beginning at the Brimfield line to station #110, a distance of approximately two miles, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 64 and No. 65, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1932, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Holland

leading from Brimfield and Holland to Mashapaug and East Brimfield, and being known as Brimfield and East Brimfield Roads, to repair, treat with bituminous material and otherwise improve about 13,745.6 feet, the work on the East Brimfield Road to begin at the end of the 1931 construction at a point of about 0.1 mile beyond Holland 4 Corners at station 0, and extend to station 27+45.6 at Siaog Lake, a distance of about 2745 feet; and the work on the Brimfield Road to begin at the Brimfield line, station 0, and extend southerly on Brimfield road for a distance of 11,000 feet to station 110; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Holland.

Edward J. Stapleton)County
 :Commissioners
Thos. J. Costello)of the County
 :of Hampden.
Clarence H. Granger)Assoc. Commissioner.

Tolland, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Main Road to Granville beginning at the bridge and extend west to the State Road a distance of 700 ft more or less, and for aid.

TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Tolland, in said County, that common convenience and necessity require that the highway leading from Granville line west and known as the Main Road to Granville be relocated, that alterations be made in its course and width, and that said highway be specifically repaired by grading, resurfacing or hardening and otherwise repaired, together with bridge and approaches, as may be necessary, the work to begin at the bridge and extend west to the state road already built a distance of 700 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and this Town.

Dated this 19th day of May 1932.

John R. Rogers
Harry H. Marshall
Alex. Brunk

Selectmen of the Town of Tolland.

The foregoing petition was entered on the 25th day of May 1932, and due proceedings having been had thereon, on the 30th day of November 1932, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 30, 1932

On the petition of the Selectmen of Tolland for relocation, alterations and specific repairs on Main Road to Granville beginning at the bridge and extend west to the State Road, a distance of 700 ft more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventeenth day of June, A. D. 1932, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout is located on the Main Road between the Towns of Granville and Tolland, and begins at the dividing line between said towns, extending thence northwesterly as hereinafter described for about 725 feet.

The base line begins at a point on the aforesaid Granville-Tolland line, bearing south $22^{\circ} 52' 10''$ west and 32.49 feet distant from the angle in said town line located in Hubbard Brook, so called, said point being shown on plan as station 6+60.82; extending thence north $57^{\circ} 05' 00''$ west for a distance of 142.45 feet; thence by a curve to the right of 1200.00 feet radius for a distance of 488.58 feet; thence north $33^{\circ} 45' 20''$ west for a distance of 93.39 feet to a point at the end of the layout, shown on plan as station 13+85.24.

Length of layout equals 724.42 feet.

The southwesterly location line begins at a point on the aforesaid Granville-Tolland line, said point bearing south $22^{\circ} 52' 10''$ west and being 33.51 feet distant from the point of beginning of the above-described base line shown on plan as station 6+60.82; and extends thence parallel to said base line and 33.00 feet distant therefrom to a point at the end of the layout, bearing south $53^{\circ} 19' 30''$ west and 33.04 feet distant from the point of ending of the aforesaid base line shown on plan as station 13+85.24.

The northeasterly location line begins at a point on the aforesaid Granville-Tolland line, said point bearing north $22^{\circ} 16' 46''$ east and being 33.58 feet distant from the point of beginning of the above-described base line shown on plan as station 6+60.82; and extends thence parallel to said base line and 33.00 feet distant therefrom to a point at the end of the layout, bearing north $53^{\circ} 19' 30''$ east and 33.04 feet distant from the point of ending of the aforesaid base line shown on plan as station 13+85.24.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Tolland in said County.

Parcel No. 1. A parcel of land supposed to be owned by WILLIAM COOLEY, on the southwesterly side of Main Road, so-called, between stations 6+50.82 and 7+36₊, bounded as follows: Southwesterly by the southwesterly location line of the 1932 County Layout, for about 81 feet; northerly by the assumed front property line, for about 84 feet; and southeasterly by the Tolland-Granville town line, for about 42 feet; containing about 1680 square feet.

Parcel No. 2. A parcel of land supposed to be owned by WILLIAM COOLEY, on the northeasterly side of Main Road, so-called, between stations 7+03₊ and 13+85.24, bounded as follows: Northeasterly by the northeasterly location line of the 1932 County Layout, for about 670 feet; southerly by the assumed front property line, for about 134 feet; southwesterly by the southwesterly location line of the 1932 County Layout, for about 338 feet; westerly by the assumed front property line, for about 248 feet; and northwesterly by the line defining the northwesterly end of the 1932 County Layout, for about 14 feet; containing about 32,600 square feet.

Parcel No. 3. A parcel of land supposed to be owned by WILLIAM COOLEY, on the southwesterly side of Main Road, so-called, between stations 12+73₊ and 13+85.24, bounded as follows: Southwesterly by the southwesterly location line of the 1932 County Layout, for about 113 feet; northwesterly by the line defining the northwesterly end of the 1932 County Layout, for about 10 feet; and northeasterly by the assumed front property line, for about 115 feet; containing about 1,080 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the town of Tolland, Hampden County, as laid out by the County Commissioners, Hor. Scale: 40 feet to the inch; Ver. Scale: 8 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of January next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

William Cooley.	\$1.00
William Cooley.	1.00
William Cooley.	1.00

The work is to consist of constructing so much of a reinforced concrete beam bridge on West Granville Road, over the Hubbard River, as lies in the town of Tolland, and to grade, surface with gravel and otherwise improve about 3,635 feet of road in Tolland, leading to Granville, and being known as West Granville Road, the work to be done in three

Plans in Book 10,
Pages 22, 23 & 24.

Oct. meeting 1932

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify additional specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this sixth day of June 1932.

Raymond H. Cowing
Mayor of the City of Westfield

CITY VOTE

June 6, 1932.

Oren E. Parks,
Supt., of Public Works Dept.,
Westfield, Mass.

Dear Mr. Parks:-

The following votes were passed unanimously at a meeting of the City Council June 2, 1932 and approved by the Mayor June 4, 1932:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for the relocation and reconstruction of a section or sections of the Montgomery Rd., and to sign on behalf of the City a contract with the State covering any reconstruction work connected with the same.

VOTED: That \$8500.00 be appropriated from the 1932 Tax Levy for the reconstruction of the Montgomery Rd., to be expended with appropriations of like amounts by both the State and County.

Attest:

J. Chambers Dewey
J. Chambers Dewey
City Clerk

Seal

The foregoing petition was entered on the 8th day of June 1932, and due proceedings having been had thereon, on the 2nd day of November 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1932

On the petition of the Mayor of the City of Westfield for relocation, alterations and specific repairs on Montgomery Road, the work to begin at or near the intersection of Montgomery Road with Notre Dame Street, so called, and extend northerly about 4-3/4 miles, or any part thereof, to the boundary line between the Town of Montgomery and the said City of Westfield, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of June, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Montgomery Road in the City of Westfield beginning at about Station 143+00 at the end of the 1931 surfacing and extending thence in a general northerly direction

for a distance of about 5666 feet to station 199+66 at the Westfield-Montgomery Town Line and including a cutoff from about station 113 to 118; the total length, about 6153 feet. The sub-base where required shall consist of gravel as specified; wherever the proposed new bituminous macadam is placed directly over the present road, the surface shall be loosened and thoroughly broken up by spiking with the picks of a power roller or otherwise, scarified and reshaped and the new broken stone laid; the base course shall consist of broken stone with sand or stone dust binder as specified; the surface course shall consist of bituminous macadam as specified, and shall be two and one-half (2-1/2) inches thick after rolling. The bituminous material shall consist of asphalt and the rate of the first application shall be two and one quarter (2-1/4) gallons per square yard. A reinforced concrete slab bridge shall be built at about station 114+40 according to plans and as directed. A reinforced concrete slab bridge shall be built at about station 153+00 using present abutments and extending the wings according to plans and as directed by the Engineer.

The plans are filed in the Clerk of Courts' Office Court House, Springfield.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed EIGHT THOUSAND FIVE HUNDRED DOLLARS (\$8,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

Edward J. Stapleton)
County
Charles W. Bray) Commissioners
of the County
Thos. J. Costello) of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of
Brimfield, in said County, that common convenience and necessity re-
quire that the highway leading from Brimfield to Warren and known as
Warren Road be specifically repaired by constructing, grading, resur-
facing, hardening and otherwise repaired as may be necessary, the work
to begin at Warren town line and extend southerly to Station 100 a
distance of 10,000 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may make such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town and State.

Dated this 6th day of June 1932.

Frank B. Haley

Jas. A. G. Hoyt

Selectmen of the Town of Brimfield

The foregoing petition was entered on the 9th day of June, 1932, and due proceedings having been had thereon, on the 2nd day of November 1932, said Commissioners file the following Final Decree, to wit:

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on Warren Rd. beginning at Warren Town Line and extend southerly to station 100 a distance of 10,000 ft. more or less, and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1932

On the petitions of the Selectmen of the Town of Brimfield for specific repairs on Warren Road beginning at Warren Town Line and extend southerly to station 100 a distance of 10,000 feet more or less, and for aid; and for specific repairs on Holland Road beginning at Holland Town line and extending northerly to State Highway a distance of 11,088 feet more or less, and for aid.

This decree covers the above three petitions and is filed in each case. The petitions are No. 73 and No. 74 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1932, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Brimfield leading from Holland to Warren, and being known as Warren and Holland Roads, to repair, treat with bituminous material and otherwise improve about 21,455 feet, the work to begin at station 0+00, the Brimfield town line, and extend in a southerly direction along Warren Road to station 100+50, the beginning of the 1932 Chapter 90 work; the work to begin again at the Brimfield town line, station 0+00, and extend in a northwesterly direction along Holland Road to station 114+05, the junction of the State Road to Sturbridge; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed THREE HUNDRED DOLLARS (\$300.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Brimfield.

Edward J. Stapleton)County
Thos. J. Costello)Commissioners
Clarence H. Granger)of the County
Assoc. Commissioner.

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on Holland Rd. beginning at Holland Town line and extend northerly to State Highway a distance of 11,088 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Brimfield, in said County, that common convenience and necessity require that the highway leading from Holland to Brimfield and known as Holland Road be specifically repaired by constructing, grading, resurfacing, hardening and otherwise repaired as may be necessary, the work to begin at Holland Town line and extend Northerly to State highway a distance of 11,088 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may make such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town and State.

Dated this 6th day of June 1932.

Frank B. Haley

Jas. A. G. Hoyt

Selectmen of the Town of Brimfield

The foregoing petition was entered on the 9th day of June 1932, and due proceedings having been had thereon, on the 2nd day of November 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1932

On the petitions of the Selectmen of the Town of Brimfield for specific repairs on Warren Road beginning at Warren Town Line and extend southerly to station 100 a distance of 10,000 feet more or less, and for aid; and for specific repairs on Holland Road beginning at Holland Town line and extend northerly to State Highway a distance of 11,088 feet more or less, and for aid.

This decree covers the above three petitions and is filed in each case. The petitions are No. 73 and No. 74 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1932, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Brimfield leading from Holland to Warren, and being known as Warren and Holland Roads, to repair, treat with bituminous material and otherwise improve about 21,455 feet, the work to begin at station 0+00, the Brimfield town line, and extend in a southerly direction along Warren Road to station 100+50, the beginning of the 1932 Chapter 90 work; the work to begin again at the Brimfield town line, station 0+00, and extend in a northwesterly direction along Holland Road to station 114+05, the junction of the State Road to Sturbridge; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed THREE HUNDRED DOLLARS (\$300.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Brimfield.

Edward J. Stapleton	)County
	:Commissioners
Thos. J. Costello	)of the County
	:of Hampden
Clarence H. Granger	)Assoc. Commissioner.

Oct. meeting 1932

Wilbraham, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Stony Hill Road North beginning at station 63 and extending southerly to station 93 a distance of 3000 ft more or less, and for aid.

75

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wilbraham, in said County, that common convenience and necessity requires that the highway leading from Ludlow Bridge to East Longmeadow and known as Stony Hill Road North be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 63 and extend southerly to Station 93 a distance of 3000 ft. more or less.

Wherefore, your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this seventh day of June 1932.

Fred W. Green

George E. Murphy, Jr.

W. H. McGuire

Selectmen of the Town of Wilbraham

The foregoing petition was entered on the 14th day of June 1932, and due proceedings having been had thereon, on the 5th day of October 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 5, 1932

On the petition of the Selectmen of the Town of Wilbraham for relocation, alterations and specific repairs on Stony Hill Road North beginning at station 63 and extending southerly to station 93 a distance of 3000 ft more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of July, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Wilbraham leading from Ludlow Bridge through Wilbraham to East Longmeadow and being known as Stony Hill Road, to grade, surface with bituminous macadam and otherwise improve about 3200 feet, the work to begin at the end of the section of said road improved in 1931, station 63+50, and extend in a southerly direction to station 95+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wilbraham.

Thos. J. Costello) County
 : Commissioners
 Charles W. Bray) of the County
 : of Hampden.
 Hormisdas Boucher) Assoc. Commissioner.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wilbraham, in said County, that common convenience and necessity requires that the highway leading from Ludlow Bridge to East Longmeadow and known as Stony Hill Road South be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 185 and extend southerly to and including bridge and approaches a distance of 2000 a distance of 2000 ft. more or less.

Wherefore, your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this seventh day of June 1932.

Fred W. Green

George E. Murphy, Jr.

W. H. McGuire

Selectmen of the Town of Wilbraham

The foregoing petition was entered on the 14th day of June 1932, and due proceedings having been had thereon, on the 5th day of October 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 5, 1932

On the petition of the Selectmen of Wilbraham for relocation, alterations and specific repairs on Stony Hill Road South beginning at station 185 and extending southerly to and including bridge and approaches a distance of 2000 ft more or less, and for aid.

It appearing that all persons and corporation interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of July, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Wilbraham being known as Stony Hill Road, to grade, surface with gravel retread and otherwise improve about 2,300 feet, the work to begin at the end of the section of said road improved in 1931 station 184+00 and extend in a southerly direction to station 203+00, and begin again at station

Wilbraham, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Stony Hill Road South beginning at station 185 and extending southerly to and including bridge and approaches a distance of 2000 ft. more or less, and for aid.

Oct. meeting 1932

209+50 and extend in a southerly direction to station 213+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wilbraham.

Charles W. Bray)County
:Commissioners
Thos. J. Costello)of the County
:of Hampden.
Hormisdas Boucher)Assoc. Commissioner.

Wilbraham, Selectmen
of the Town of, Petrs.
for specific repairs
on Red Bridge Road be-
ginning at Town Line
Wilbraham and Palmer
and extending wester-
ly to Chicopee River
a distance of 1.25
miles more or less,
and for aid.

77

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wilbraham, in said County, that common convenience and necessity require that the highway leading from Wilbraham to Three Rivers and known as Red Bridge Road be specifically repaired by constructing, grading, resurfacing, hardening and otherwise repaired as may be necessary, the work to begin at Town line Wilbraham and Palmer and extend westerly to Chicopee River a distance of 1.25 miles more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may make such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town and State.

Dated this seventh day of June 1932.

Fred W. Green

George E. Murphy, Jr.

W. H. McGuire

Selectmen of the Town of Wilbraham

The foregoing petition was entered on the 14th day of June 1932, and due proceedings having been had thereon, on the 5th day of October 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 5, 1932

On the petition of the Selectmen of the Town of Wilbraham for specific repairs on Red Bridge Road beginning at Town Line Wilbraham and Palmer and extending westerly to Chicopee River a distance of 1.25 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of July, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Wilbraham,

leading from Ludlow through Wilbraham to Three Rivers, Palmer, and being known as Red Bridge Road, to grade, surface with stone retread and otherwise improve about 3,000 feet, the work to begin at the Palmer-Wilbraham Town line, station 0+00, and extend in a westerly direction to station 30+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wilbraham.

Charles W. Bray)County
:Commissioners
Thos. J. Costello)of the County
:of Hampden.
Hormisdas Boucher)Assoc. Commissioner.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wales, in said County, that common convenience and necessity require that the highway leading from Monson to Wales and known as Monson Road be specifically repaired by constructing, grading, resurfacing, hardening and otherwise repaired as may be necessary, the work to begin at Monson-Wales Town Line and extend East to Station 41 a distance of 4900 ft. more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may make such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town and State.

Dated this 18th day of June 1932.

Handolph D. Shaw

Everett A. Gray

Selectmen of the Town of Wales

The foregoing petition was entered on the 24th day of June 1932, and due proceedings having been had thereon, on the 26th day of October 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 26, 1932

On the petition of the Selectmen of the Town of Wales for specific repairs on Monson Road beginning at Monson-Wales Town Line, east, to station 41, a distance of 4900 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person

Wales, Selectmen of the Town of, Petrs. for specific repairs on Monson Road beginning at Monson-Wales Town Line, east, to station 41, a distance of 4900 ft. more or less, and for aid.

interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Wales, leading to Monson, and being known as Monson Road, to repair, treat with bituminous material and otherwise improve about 6,350 feet, the work to begin at the town line, station 0+00, and extend in an easterly direction to station 63+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed TWO HUNDRED FIFTY DOLLARS (\$250.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wales.

Edward J. Stapleton) County
Thos. J. Costello) Commissioners
Clarence H. Granger) of the County
Assoc. Commissioner.

East Longmeadow, Selectmen of Petrs. for specific repairs on Maple St. beginning at end of hardened surface and extend westerly for a distance of 1500 ft. more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that the highway leading from the East Longmeadow center to the East Longmeadow, Longmeadow line known as Maple Street be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the hardened surface and extend Westerly for a distance of 1500 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them made, and that said County contribute to the expense of said repairs.

Dated this thirteenth day of October, 1932.

J. Raymond Ford }
Hermon W. King } Selectmen
John L. Malmstrom } of
East Longmeadow

The foregoing petition was entered on the 15th day of October 1932, and due proceedings having been had thereon, on the 9th day of November 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 9, 1932

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Maple Street beginning at end of hardened surface and extend westerly for a distance of 1500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of November, A. D. 1932, view said highway and hear all parties interested and did adjudge that

specific repairs should be made. At the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners order the following repairs made on Maple Street in East Longmeadow, this road be specifically repaired commencing at the corner of Westwood Avenue and Maple Street and continue westerly to the Town Line, a distance of about 1,500 feet; width, 20 feet; the work to consist of construction, widening and grading; surface - 3 inches of gravel, tar bound using one (1) gallon to one (1) square yard.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
)of the County
)of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from Ludlow to Granby and known as Fuller Street be specifically repaired by grading, resurfacing and otherwise repaired as may be necessary, the work to begin north of Frank Nash's house on Fuller Street and extend in a northerly direction to the intersection of West Street with Ludlow City Road for a distance of about one mile, more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) together with a like amount from the State and Town, which sum is to be transferred from the amount for specific repairs on East Street as set out in a petition by the Selectmen of Ludlow for specific repairs on said East Street dated May 6, 1932.

Robert H. Munsing Selectmen
Arthur C. Brodeur of the Town
John Supernaw of Ludlow, Mass.

Dated this 14th day of Oct. 1932.

The foregoing petition was entered on the 17th day of October 1932, and due proceedings having been had thereon, on the 16th day of November, 1932, said Commissioners file the following Final Decree, to wit:

Ludlow, Selectmen of the Town of, Petrs. for specific repairs on Fuller St. beginning north of Frank Nash's house and extend northerly to intersection of West St. with Ludlow City Rd. for a distance of about one mile, more or less, and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 16, 1932

On the petition of the Selectmen of the Town of Ludlow for specific repairs on Fuller Street beginning north of Frank Nash's house and extend northerly to intersection of West Street with Ludlow City Road for a distance of about one mile, more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of November, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to do work to the value of \$11,500.00 in the grading, surfacing and otherwise improving Fuller Street in the Town of Ludlow, the work to begin at a point about 1.2 miles easterly of the junction of Fuller and West Streets and extend in a westerly direction as far as the above-mentioned sum will permit; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

COMMISSIONERS OF HAMPDEN CO:

Oct. 5, 1932.

Springfield, Mass.

GENTLEMEN;

The Selectmen of Chester petition your Honorable Board for aid in rebuilding a portion of highway in Chester leading from Huntington to Middlefield and being known as The Skyline Trail, the work to begin at the end of section improved and finished in 1932 and extending for a distance of 2500 feet more or less.

We therefor ask that your Board view and order such alterations and specific repairs as may be necessary and contribute with an appropriation from the state and town of Chester for the above work.

Thomas Rose
Leon J. Kelso
Thos. F. Haley
Selectmen
of
Chester.

The foregoing petition was entered on the 18th day of October 1932, and due proceedings having been had thereon, on the 23rd day of November 1932, said Commissioners file the following Final Decree, to wit:

Chester, Selectmen of, Petrs., for specific repairs and alterations on the Skyline Trail leading from Huntington to Middlefield, beginning at end of section improved and finished in 1932 and extending for a distance of 2500 feet, more or less, and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 23, 1932

On the petition of the Selectmen of Chester for specific repairs and alterations on the Skyline Trail leading from Huntington to Middlefield, beginning at end of section improved and finished in 1932 and extending for a distance of 2500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of November A. D. 1932, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Chester, leading from Huntington to Middlefield, and being known as Chester Hill Road (Skyline Trail), to grade, surface with stone retread and otherwise improve about 3,850 feet, the work to begin at the end of the section improved in 1932, station 243, and extend in a northwesterly direction to station 254+00; and to begin again at station 40+00, the end of the section improved in 1931, and extend in a northwesterly direction to station 67+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

October 4, 1932

Order to Transfer

Order to Transfer

Order to arrest Arnold Joseph Richard of Indian Orchard, holder of permit to be at liberty.

Order to Arrest

Ordered, County Treasurer authorized and directed to pay sum of \$205.58 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield and East Brimfield Roads in Holland.

Orders

October 11, 1932

Ordered, County Treasurer authorized and directed to pay sum of \$1,145.57 to City of Chicopee on acct. of County's proportion of cost of work done on Sheridan Street and Ludlow City Road in Chicopee.

October 19, 1932

Ordered, County Treasurer authorized and directed to pay sum of \$2,027.77 to Town of Agawam on acct. of County's proportion of cost of work done on Westfield Street in Agawam.

Oct. meeting 1932

Orders

October 19, 1932

Ordered, County Treasurer authorized and directed to pay sum of \$1600. to Town of Blandford on acct. of County's proportion of cost of work done on Otis-Blandford Road in Blandford.

Ordered, County Treasurer authorized and directed to pay \$1280. to Town of Chester on acct. of County's proportion of cost of work done on East River Road in Chester.

Ordered, County Treasurer authorized and directed to pay \$600. to Town of Chester on acct. of County's proportion of cost of work done on Chester Hill Road in Chester.

Ordered, County Treasurer authorized and directed to pay \$150. to Town of Chester on acct. of County's proportion of cost of work done on Middlefield Road in Chester.

Ordered, County Treasurer authorized and directed to pay \$900. to Town of Montgomery on acct. of County's proportion of cost of work done on Main Road in Montgomery.

Ordered, County Treasurer authorized and directed to pay sum of \$434.29 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales.

October 27, 1932

Ordered, County Treasurer authorized and directed to pay sum of \$1,718.44 to City of Chicopee on acct. of County's proportion of cost of work done on Sheridan Street and Ludlow City Road in Chicopee.

November 9, 1932

Ordered, County Treasurer authorized and directed to pay to Daniel O'Connell Sons Incorporated, of Holyoke, Mass., \$19,530.81 for work done in Chicopee under contract #2722, in accordance with agreement and estimate.

Ordered, County Treasurer authorized and directed to pay \$5,134.40 to Town of Agawam on acct. of County's proportion of cost of work done on Westfield Street in Agawam.

Ordered, that the sum of \$376.47 which is balance of County's proportion of cost of work done on Warren Road be paid from County Treasury to Town of Brimfield.

Ordered, that County Treasurer be authorized and directed to pay \$625.10 to City of Chicopee on acct. of County's proportion of cost of work done on Sheridan Street and Ludlow City Road in Chicopee.

Ordered, that the sum of \$4,000. be paid from County Treasury to Town of East Longmeadow for work done on Allen Street.

Ordered, that the sum of \$1,998.58 be paid from County Treasury to Town of Granville for work done on Granby Road.

Ordered, that the sum of \$1,000. be paid from County Treasury to Town of Granville for work done on Lake Street.

Oct. meeting 1932

November 9, 1932

Ordered, that the sum of \$700.00 be paid from County Treasury to Town of Granville for work done on Barnard Road.

Orders

Ordered, that the sum of \$500.00 be paid from County Treasury to Town of Granville for work done on South Lane Road.

Ordered, that the sum of \$200.00 be paid from County Treasury to Town of Granville for work done on Silver Street.

Ordered, that the sum of \$1,400. which is balance of County's proportion of cost of work done on Somers Road, be paid from County Treasury to Town of Hampden.

Ordered, that the sum of \$294.14 which is balance of County's proportion of cost of work done on Brimfield Road and East Brimfield Road be paid from County Treasury to Town of Holland. (Pets. No. 64 and No. 65).

Ordered, County Treasurer authorized and directed to pay \$270.00 to Town of Russell on acct. of County's proportion of cost of work done on Montgomery Road in Russell.

Ordered, County Treasurer authorized and directed to pay \$3,562.46 to Town of Southwick on acct. of County's proportion of cost of work done on South Longyard Road in Southwick.

Ordered, County Treasurer authorized and directed to pay \$287.81 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales.

Ordered, that the sum of \$3,996.25 be paid from County Treasury to Town of Wilbraham for work done on Stony Hill Road North.

November 16, 1932

Order to Transfer.

Order to Transfer

Ordered, County Treasurer authorized and directed to pay to the Treasurer of the Commonwealth \$980.39 in accordance with provisions of Sec. 50 Ch. 35 G. L. inserted by Ch. 400 Acts 1930, which is for expenses of County Personnel Board for year 1931.

Order to Pay
Money to
Commonwealth

Ordered, County Treasurer authorized and directed to pay \$26,320.44 to the Treasurer of the Commonwealth on State Highway Account.

November 23, 1932

Ordered, County Treasurer authorized and directed to pay \$203.65 to Town of Agawam on acct. of County's proportion of cost of work done on Westfield Street in Agawam.

Orders

Ordered, that the sum of \$500.00 be paid from County Treasury to Town of Chester for work done on Prospect Street.

Oct. meeting 1932

Orders

November 23, 1932

Ordered, that the sum of \$400.00 be paid from County Treasury to Town of Chester for work done on William Street.

Ordered, County Treasurer authorized and directed to pay \$1,741.33 to City of Chicopee on acct. of County's proportion of cost of work done on Sheridan Street and Ludlow City Road in Chicopee.

Ordered, that the sum of \$200.00 be paid from County Treasury to Town of Granville for work done on bridge at Degano's Pond.

Ordered, County Treasurer authorized and directed to pay \$487.21 to Town of Southwick on acct. of County's proportion of cost of work done on South Longyard Road in Southwick.

Ordered, County Treasurer authorized and directed to pay \$142.33 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales. (Agreement No. 3836).

Ordered, that the sum of \$378.32 which is balance of County's proportion of cost of work done on Piper Road be paid from County Treasury to Town of West Springfield.

December 7, 1932

Report of inspection of Jail and House of Correction by County Commissioners in accordance with General Laws Chapter 126 Section 1.

Ordered, County Treasurer authorized and directed to pay \$461.07 to Town of Agawam on acct. of County's proportion of cost of work done on Westfield Street in Agawam.

Ordered, that the sum of \$400. be paid from County Treasury to Town of Blandford for work done on Huntington Road in Blandford.

Ordered, that the sum of \$400. be paid from County Treasury to Town of Blandford for work done on Beech Hill Road in Blandford.

Ordered, that the sum of \$300. be paid from County Treasury to Town of Brimfield for work done on Warren and Holland Roads in Brimfield.

Ordered, that the sum of \$399.83 which is balance of County's proportion of cost of work done on Chester Hill Road be paid from County Treasury to Town of Chester.

Ordered, that the sum of \$150. which is balance of County's proportion of cost of work done on Middlefield Road, be paid from County Treasury to Town of Chester.

Ordered, County Treasurer authorized and directed to pay \$901.66 to City of Chicopee on acct. of County's proportion of cost of work done on Sheridan Street and Ludlow City Road in Chicopee.

Oct. meeting 1932

Orders

December 7, 1932

Ordered, that the sum of \$1,500. be paid from County Treasury to Town of East Longmeadow for work done on Westwood Avenue.

Ordered, that the sum of \$2,000. be paid from County Treasury to Town of Hampden for work done on Allen Street.

Ordered, County Treasurer authorized and directed to pay \$1,412.99 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road also known as Mashapaug Road.

Ordered, that the sum of \$285. be paid from County Treasury to Town of Russell for work done on Old Mountain Dry Bridge Rd. or General Knox Road.

Ordered, that the sum of \$200. be paid from County Treasury to Town of Russell for work done on retaining wall on Montgomery Road.

Ordered, that the sum of \$15.00 which is balance of County's proportion of cost of work done on Montgomery Road, be paid from County Treasury to Town of Russell.

Ordered, County Treasurer authorized and directed to pay \$798.38 to Town of Southwick on acct. of County's proportion of cost of work done on South Longyard Road in Southwick.

Ordered, County Treasurer authorized and directed to pay \$159.81 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales. Agreement No. 3735.

December 14, 1932

Ordered, that the sum of \$400. which is balance of County's proportion of cost of work done on Blandford-Otis Road be paid from County Treasury to Town of Blandford. Case No. 39.

Ordered, County Treasurer authorized and directed to pay \$1,369.16 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford. Case No. 38.

Ordered, that the sum of \$8,000. be paid from County Treasury to Town of Chester for work done on the Skyline Trail, which is County and State's share of cost of work, the State's share being paid by the County by reason of an indebtedness due the State by the County on the so-called Meadow and Prospect Sts. contract in Chicopee of which this is a part.

Ordered, that the sum of \$320. which is balance of County's proportion of cost of work done on East River Road, be paid from County Treasury to Town of Chester.

Ordered, County Treasurer be authorized and directed to pay \$288.33 to City of Chicopee on acct. of County's proportion of cost of work done on Sheridan Street and Ludlow City Road in Chicopee.

Oct. meeting 1932

Orders

December 14, 1932

Ordered, County Treasurer authorized and directed to pay \$2,566.90 to Town of Granville on acct. of County's proportion of cost of work done on Main Road in Granville.

Ordered, that the sum of \$1,998.78 be paid from County Treasury to Town of Ludlow for work done on East Street.

Ordered, that the sum of \$499.84 be paid from County Treasury to Town of Ludlow for work done on Fuller Street.

Ordered, that the sum of \$299.94 which is balance of County's proportion of cost of work done on Main Road be paid from County Treasury to Town of Montgomery.

Ordered, County Treasurer authorized and directed to pay \$3,864.88 to Town of Tolland on acct. of County's proportion of cost of work done on West Granville Road in Tolland.

Ordered, that the sum of \$107.67 which is balance of County's proportion of the cost of work done on Monson Road, be paid from County Treasury to Town of Wales. Case No. 80.

Ordered, County Treasurer authorized and directed to pay \$16,632.25 to City of Westfield on acct. of County's and State's proportion of cost of work done on Montgomery Road in Westfield, the State's share being paid by the County by reason of an indebtedness due the State by the County on the so-called Meadow and Prospect Sts. contract in Chicopee of which this is a part.

Ordered, County Treasurer authorized and directed to pay \$2,441.80 to Town of Wilbraham on acct. of County's proportion of cost of work done on Red Bridge Road in Wilbraham.

December 23, 1932

Ordered, County Treasurer authorized and directed to pay \$2,600. to City of Chicopee on acct. of County's proportion of cost of work done on Sheridan Street and Ludlow City Road in Chicopee.

Damages Done
By Dogs

Land Damages

Sundry Accounts

Sundry Accounts being presented, are allowed, and the same amounting to the sum of

December 23, 1932.

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

A ttest:-

Clerk.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of December, being the twenty-seventh day of said month in the year of our Lord One Thousand Nine Hundred and Thirty-Two and by adjournment on the third day of January, in the year of our Lord One Thousand Nine Hundred and Thirty-Three.

Present:

Edward J. Stapleton, Esquire, Chairman)) County) Commissioners
Charles W. Bray, Esquire	
Thomas J. Costello, Esquire	

And by adjournment on the fourth day of January and from time to time to the fifth day of April in the year of our Lord One Thousand Nine Hundred and Thirty-Three.

Present:

Thomas J. Costello, Esquire, Chairman)) County) Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

Charles W. Bray of Chicopee and Maurice G. Donahue, of Holyoke, having been declared by the Board of Examiners elected County Commissioners, for the term of four years, and having been duly sworn, appears on said fourth day of January, and the Board, consisting of Thomas J. Costello, Charles W. Bray and Maurice G. Donahue, Esquires, proceed to the choice of a chairman. The whole number of votes cast is three, of which Thomas J. Costello, Esquire, has two, and is chosen Chairman of the Board for the year ensuing.

The following Cases have been dismissed:

- No. 23. Raphael Sagalyn, Petr. for a re-determination of the taxes for the years 1928, 1929 and 1930 on real estate and machinery situated in Wales, Mass., and known as the property of the Wales Woolen Mills, Inc.
- No. 85. Selectmen of the Town of Brimfield, Petrs. for discontinuance of a certain portion of the old Sturbridge road between approximately station 87+50 and station 100.

Petition

Dismissed

To the Honorable Board of County Commissioners of Hampden County:

Respectfully represent the undersigned Selectmen of the Town of Wilbraham, in said County, that common convenience and necessity require that the highway known as Tinkham Road leading from Stony Hill Road westerly be re-located from said Stony Hill Road to, or to the vicinity of a certain barn owned by Charles Keith, for the purpose of straightening and widening said Tinkham Road highway, and effecting certain alterations in its course, by relinquishing a strip of land fifteen wide for part of the way, on the north side, and taking in lieu thereof a strip of twenty feet wide or more on the south side.

Wilbraham, Selectmen of the Town of, Petrs. for relocation, alterations and layout of Tinkham Rd. leading from Stony Hill Rd. westerly to the vicinity of a certain barn owned by Charles Keith, for the purpose of straightening and widening said Tinkham Road.

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Plan in Book 10,
Page 8. PAGE #31

Wherefore, your petitioners pray that your Honorable Board, after notice, view and hearing, may make such re-location and alterations and lay out said highway in accordance therewith.

The Selectmen of Wilbraham,

William H. McGuire
Chairman.

Fred W. Green

George E. Murphy, Jr.

Dated at Wilbraham, this 17th day of November 1931.

The foregoing petition was entered on the 19th day of November 1932, and due proceedings having been had thereon, on the 27th day of December 1932, said Commissioners file the following Re-location Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 27, 1932

On the Petition of the Selectmen of the Town of Wilbraham praying for a highway to be relocated, altered and laid out (Tinkham Road) in Wilbraham. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-seventh day of January A. D. 1932, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate said highway in the manner following:

Description of a portion
of Tinkham Road

Beginning at a point in the northerly line of Tinkham Road as laid out in 1911, at the easterly end of the second course east of the Springfield Line; thence S 55° 23' E. 18.29 feet to a stone bound; thence by a curved line to the left, tangent to the last course, having a radius of 715 feet, 641.63 feet to a stone bound; thence N 73° 12' E 953.21 feet to a stone bound; thence by a curved line to the right, tangent to the last described line, having a radius of 495.61 feet, 292.68 feet to a stone bound; thence S 72° 16' E 1135.16 feet to a stone bound; thence S 74° 19' E 488.24 feet to a stone bound in the northerly line of Tinkham Road as laid out in 1911, the last course passes the westerly line of Stony Hill Road about 105 feet from its westerly terminus.

Said Tinkham Road is to be 50 feet wide and to lie on the southerly side of the line described.

Stone bounds are set on both the northerly and southerly line, at all angle points and termini of curves, except on the southerly side, a stone bound is set 3.84 feet easterly of the westerly terminus, and on the course described as S 72° 16' E.

The above described highway is shown on a plan made by Robert M. Sears, Civil Engineer, of Springfield, Mass., dated December 1932, entitled Plan of Relocation of a Portion of Tinkham Road, Wilbraham.

Mass., to which reference is hereby made.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. Said parcels are indicated on plans above mentioned on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and are further described as follows:

Parcel A, from C. E. Keith. Beginning at a point in the southerly line of Tinkham Road at the easterly end of the second course east of the Springfield Line, of the layout of 1911; thence easterly by the southerly line of the 1911 layout 214.14 feet to its intersection with the southerly line of the proposed layout; thence westerly by the southerly line of the proposed layout 214.86 feet to the point of beginning.

Parcel B, from C. E. Keith. Beginning at a point in the southerly line of Tinkham Road as laid out in 1911, in the course described as N 80° 54' W 115.70 feet westerly from the easterly end of said course; said point also being in the southerly line of the proposed layout; running thence westerly in the southerly line of the layout of 1911, 134.04 feet to its intersection with the southerly line of the proposed layout 134.18 feet to the point of beginning.

Parcel C, from Harold W. Poehler. Beginning at an angle in the northerly line of Tinkham Road as laid out in 1911; said point being at the westerly end of the course described as N 80° 54' W; running thence westerly in the northerly line of the layout of 1911, 27.83 feet at its intersection with the northerly line of the proposed layout; thence easterly by the northerly line of the proposed layout 65.03 feet to its intersection with the northerly line of the layout of 1911; thence westerly by said northerly line of the layout of 1911, 37.96 feet to the point of beginning.

Parcel D, from Harold W. Poehler. Beginning at an angle point in the northerly line of Tinkham Road as laid out in 1911; said angle point being at the easterly end of a course described as N 80° 54' W; thence westerly by said northerly line of the layout of 1911, 106.81 feet to its intersection with the northerly line of the proposed layout; thence easterly by the northerly line of the proposed layout 259.80 feet to a stone bound at its intersection with the northerly line of the layout of 1911; thence westerly by said northerly line of the layout of 1911, 158.14 feet to the point of beginning.

Parcel E, from John E. O'Leary. Beginning at a stone bound in the southerly line of the proposed layout of Tinkham Road, at the westerly end of a curve having a radius of 435.61 feet; thence easterly in the southerly line of the proposed layout 130.69 feet to its intersection with the southerly line of the layout of 1911; thence westerly by the southerly line of the layout of 1911, 44.12 feet to an angle point; thence southwesterly by the southerly line of the layout of 1911, 89.08 feet to the point of beginning.

Parcel F. from John E. O'Leary. Beginning at a point in the northerly line of Tinkham Road as laid out in 1911 at the division line between land of Grantor and land of Henry Farmer; running thence westerly by said northerly line of the layout of 1911, 112.60 feet to its intersection with the northerly line of the proposed layout; thence easterly by said northerly line of the proposed layout 112.87 feet to land of Henry Farmer; thence southerly by land of said Farmer 3.39 feet to the point of beginning.

Parcel H. from John E. O'Leary. Beginning at a point in the proposed southerly line of Tinkham Road at its intersection with the westerly line of Stony Hill Road; thence westerly by said proposed southerly line of Tinkham Road about 75 feet to a stone bound; thence westerly by said proposed southerly line of Tinkham Road 1192.20 feet to a stone bound at its intersection with the southerly line of the layout of 1911; thence easterly in the southerly line of the layout of 1911 about 1270 feet to the westerly line of Stony Hill Road; thence southerly in the westerly line of Stony Hill Road about 13 feet to the place of beginning.

Parcel G. from Henry Farmer. Beginning at a point in the northerly line of Tinkham Road as laid out in 1911 at the division line between land of Grantor and land of John E. O'Leary; running thence easterly by said northerly line of the layout of 1911, 29.55 feet to a stone bound at its intersection with the proposed layout of Tinkham Road; thence westerly in the northerly line of the proposed layout of 29.90 feet to land of John E. O'Leary; thence southerly by land of said O'Leary 3.39 feet to the place of beginning.

Parcel I. from Henry Farmer. Beginning at a point in the southerly line of Tinkham Road as laid out in 1911 at its intersection with the easterly line of Stony Hill Road; running thence easterly by said southerly line of the layout of 1911 about 357 feet to a stone bound at its intersection with the proposed layout of Tinkham Road; thence westerly by the southerly line of the proposed layout of Tinkham Road about 359 feet to the easterly line of Stony Hill Road; thence northerly by the easterly line of Stony Hill Road about 12 feet to the point of beginning.

And the owners of the land over which said highway is thus laid out, are allowed until the first day of April next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:
To

C. E. Keith.	\$1.00
C. E. Keith.	1.00
Harold W. Poehler.	1.00
Harold W. Poehler.	1.00
John E. O'Leary.	1.00
John E. O'Leary.	1.00

Dec. meeting 1932

John E. O'Leary. \$1.00
Henry Farmer 1.00
Henry Farmer 1.00

Payment to be made to the several parties damaged by the Town of Wilbraham when entry is actually made upon the premises for highway purposes.

Edward J. Stapleton }
Thos. J. Costello } County Commissioners.
Chas. W. Bray }

Hampden, ss: County Commissioners' Meeting December 27 A.D. 1932

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

December 27, 1932	Order to Transfer	Order to Transfer
	Voted, to award contract to furnish to the County an eight cylinder Buick, 1933 Model, seven passenger four door Sedan, to the Springfield Buick Company for the sum of \$2,000. which includes 1928 Studebaker Sedan taken in trade from County as part of purchase price.	Voted to furnish County with car.
	Ordered, County Treasurer authorized and directed to pay sum of \$504.67 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road also known as Mashapaug Road.	Orders
	Ordered, County Treasurer, authorized and directed to pay sum of \$201.92 to Town of Southwick, on acct. of County's proportion of cost of work done on South Longyard Rd. also known as Depot Street.	
	Ordered, that the sum of \$199.20 which is balance of County's proportion of cost of work done on Monson Road be paid from County Treasury to Town of Wales.	
December 28, 1932	Ordered, that the sum of \$400. be paid from County Treasury to Town of East Longmeadow for work done on Maple Street.	
January 3, 1933	Order to Transfer. Void (see transfer dated Oct. 4, 1932.)	Order to Transfer
January 4, 1933	Voted, to appoint the firm of Ely, Giles and Ely of Springfield, Hampden County, Mass., as Counsel for the Hampden County Commissioners for the year 1933.	Ely, Giles & Ely appointed counsel for Commissioners
	Voted to appoint William T. Keefe of Westfield, Hampden County, Mass., Dog Officer, for the County of Hampden for the year 1933.	Appointment William T. Keefe Dog Officer

Dec. meeting 1932																							
Appointment Dr. Lussier Training School	January 4, 1933	Voted to appoint Dr. Joseph H. Lussier of Springfield as Physician for the boys at the Hampden County Training School at Feeding Hills, Agawam, for the year 1933.																					
Order to Pay Money		Ordered, County Treasurer authorized and directed to pay \$10,935.68 received as rentals from Springfield Street Railway Company and the New England Telephone and Telegraph Co. under contracts with County of Hampden with reference to Hampden County Memorial Bridge, to certain cities, towns and county.																					
	Hampden, ss:	COMMONWEALTH OF MASSACHUSETTS County Commissioners' Meeting January 4, 1933																					
	ORDERED:	That John J. Murphy, County Treasurer, be authorized and he is hereby directed to pay the sum of TEN THOUSAND NINE HUNDRED THIRTY FIVE DOLLARS AND SIXTY EIGHT CENTS (\$10,935.68) received as rentals from the Springfield Street Railway Company and the NEW ENGLAND TELEPHONE and TELEGRAPH CO. under a contract with the County of Hampden with reference to the use of the HAMPDEN COUNTY MEMORIAL BRIDGE, so called, by said companies to the following:																					
		<table> <tr> <td>City of Springfield</td><td>51%</td><td>\$5,577.20</td></tr> <tr> <td>County of Hampden</td><td>31%</td><td>3,390.07</td></tr> <tr> <td>Town of West Springfield</td><td>12%</td><td>1,312.28</td></tr> <tr> <td>City of Holyoke</td><td>3%</td><td>328.07</td></tr> <tr> <td>City of Westfield</td><td>2%</td><td>218.71</td></tr> <tr> <td>Town of Agawam</td><td>1%</td><td>109.35</td></tr> <tr> <td></td><td></td><td><u>10,935.68</u></td></tr> </table>	City of Springfield	51%	\$5,577.20	County of Hampden	31%	3,390.07	Town of West Springfield	12%	1,312.28	City of Holyoke	3%	328.07	City of Westfield	2%	218.71	Town of Agawam	1%	109.35			<u>10,935.68</u>
City of Springfield	51%	\$5,577.20																					
County of Hampden	31%	3,390.07																					
Town of West Springfield	12%	1,312.28																					
City of Holyoke	3%	328.07																					
City of Westfield	2%	218.71																					
Town of Agawam	1%	109.35																					
		<u>10,935.68</u>																					
		Thos. J. Costello) Chas. W. Bray)County Maurice G. Donahue)Commissioners of the County of Hampden.																					
Order to Transfer	January 4, 1933	Order to Transfer.																					
Order	January 5, 1933	Ordered, County Treasurer authorized and directed to pay \$48.95 to Town of Southwick on acct. of County's proportion of cost of work done on South Longyard Rd. also known as Depot Street.																					
Thomas J. Costello chosen Chairman.	January 11, 1933	Thomas J. Costello, Esquire, of Springfield, chosen by ballot, Chairman, for ensuing year.																					
Maintenance of Hampshire County Sanatorium	January 18, 1933	Ordered, apportionment of expenses of maintenance of Hampshire County Sanatorium upon the towns and one city in Hampden County.																					

Dec. meeting 1932

COMMONWEALTH OF MASSACHUSETTS
HAMPDEN, s. s. COUNTY COMMISSIONERS' MEETING

January 18, 1933

ORDERED that the expenses of maintenance of Hampshire County Sanatorium under the provisions of a contract between the County of Hampden and County of Hampshire and under provisions of General Laws, Chapter 111, Section 85, as amended by the Acts of 1923, Chapter 113, Sections 1 and 2, and the Acts of 1929 Chapter 184 be apportioned upon the following towns and one city in the County of Hampden and in the amounts set forth, to wit:-

Agawam	\$ 1,354.94
Blandford	108.79
Brimfield	168.14
Chester	227.48
East Longmeadow	573.63
Granville	257.15
Hampden	98.91
Holland	29.68
Longmeadow	1,602.19
Ludlow	1,256.04
Monson	543.96
Montgomery	39.57
Palmer	1,552.74
Russell	623.08
Southwick	276.93
Tolland	49.46
Wales	59.36
West Springfield	4,025.24
Westfield	3,036.24
Wilbraham	445.06
	<u>16,328.58</u>

Said amount so apportioned on said towns and one city to be paid to the County Treasurer on or before March 1, 1933.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

January 18, 1933

Ordered, County Treasurer authorized and directed to pay to the County of Hampshire the sum of \$10,563.67 which is County of Hampden's share of expense of maintenance of Mt. Tom State Reservation under Chapter 264 of the Acts of 1903.

Maintenance
Mt. Tom State
Reservation

Voted, that the salary of Miss Ruth Belding, Probation Officer in the District Court of Springfield, be at the rate of \$1920. per annum beginning January 15, 1933.

Voted to in-
crease salary

January 20, 1933

County Estimate.

County
Estimate.

Dec. meeting 1932		
Authorized to Borrow Money	February 1, 1933	Ordered, County Treasurer authorized to borrow an amount not exceeding \$600,000. under General Laws Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.
Voted to Award Notes	February 8, 1933	Voted, to award County of Hampden Tax notes numbered 463 to 474 incl. dated 2/9/33 due 11/8/33 aggregating \$200,000. to CHASE HARRIS FORBES CORPORATION of Boston, Mass., at .53 of 1% discount, plus a premium of \$7.
Order		Ordered, County Treasurer authorized and directed to pay \$1,097.17 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford.
Annual Report	February 15, 1933	Annual Report.
Released from Training School on parole.		Released from Hampden County Training School on parole, Edward Backiel Stanley Krygowski Robert E. Senecal
Order to Arrest		Order to arrest John P. Devine of Westfield, holder of permit to be at liberty.
Order to Arrest		Order to arrest William A. Trask of Springfield, holder of permit to be at liberty.
Order	March 8, 1933	Ordered, that the sum of \$227.48 which is balance of County's proportion of cost of work done on Westfield Street be paid from County Treasury to Town of Agawam. Case No. 47-1932.
Re-naming Street	March 13, 1933	Name of highway known as Stony Hill Road extending from Parker Street easterly to Town of Wilbraham, changed to Fernbank Road.
Order	March 15, 1933	Ordered, that the sum of \$25.34 which is balance of County's proportion of cost of work done on Granby Road also known as Sheridan Street and Ludlow City Road, be paid from County Treasury to City of Chicopee.
Released from Training School on parole	March 22, 1933	Released from Hampden County Training School on parole, Albert O'Shea.
Order to Arrest	April 5, 1933	Order to arrest Chas. T. Chotain of Willimansett, holder of permit to be at liberty.
Vote		Voted to accept proposal of Breckenridge, Inc. of Springfield for a General Electric Refrigerator at the Hampden County Jail for the sum of \$935.00.
Damages Done By Dogs		
Land Damages		

56

56

Dec. meeting 1932

Sundry Accounts being presented, are allowed, and the same amounting to the sum of

Sundry Accounts

April 5, 1933

Hampden, ss:

Judgment is entered up according to reports, etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

Clerk.



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts
COUNTY OF HAMPDEN
REGISTER OF DEEDS
DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

April meeting 1933

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden on the second Tuesday of April, being the eleventh day of said month and from time to time to the twenty-first day of June, in the year of our Lord one thousand nine hundred and thirty-three.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

Dismissed
Without
Prejudice

The following case was dismissed without prejudice:

No. 43: Mayor and Board of Aldermen of the city of Springfield, Petrs. for relocation, alterations and specific repairs on Parker St., the work to begin at Wilbraham Rd. and extend southerly a distance of 1400 feet more or less, and begin again at about 1900 feet southerly of Wilbraham Road and extend southerly a distance of 2200 feet more or less, and for aid.

West Side Terminal Co., Petrs. for modification of a decree dated Aug. 30, 1916, for permission to install electric signal lights in substitution for the provision in the decree dated Aug. 30, 1916 that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing across New Bridge St., and Bramble Avenue in West Springfield.

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COMMONWEALTH OF MASSACHUSETTS
BOARD OF COUNTY COMMISSIONERS.

PETITION of the WEST SIDE TERMINAL COMPANY
For ELECTRIC SIGNAL LIGHTS AT MEMORIAL
AVENUE, WEST SPRINGFIELD.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:-

On August 30, 1916, your Board consented to the crossing at grade of a private railroad track across New Bridge Street, West Springfield, now known as Memorial Avenue. The order required that a flagman should display a flag by day and a lantern by night whenever an engine, car or train was approaching or passing over the crossing. Your Petitioner is the successor in interest of the Eastern States Agricultural & Industrial Exposition, Inc. in the track across Memorial Avenue, and desires to substitute electric signal lights for the flagman, and requests your Honorable Board to modify its order of 1916 to allow this substitution.

WEST SIDE TERMINAL COMPANY

By John C. Robinson

Treasurer.

The foregoing petition was entered on the 12th day of April 1933, and due proceedings having been had thereon, the following Consent of the Department of Public Utilities was filed on April 18, 1933; Final Decree was filed on April 28, 1933; Order Revoking Final Decree was filed on May 3, 1933; and New Final Decree was filed on May 3, 1933, to wit:

CONSENT OF THE DEPARTMENT OF PUBLIC UTILITIES

(D.P.U. 4604)

April 17, 1933.

Honorable Charles W. Bray,
Chairman, County Commissioners of Hampden County,
Springfield, Mass.

Dear Sir:

Enclosed please find copy of order of Department on petition

April meeting 1933

of the West Side Terminal Company for modification of the order of the Public Service Commission of August 17, 1916, consenting to the construction of a railroad for private use across New Bridge Street, in the town of West Springfield.

Very truly yours,

Allan Brooks

Allan Brooks
Administrative Secretary.

AB:FAH

April 14, 1933.

(D.P.U. 4604)

Petition of the West Side Terminal Company for modification of the order of the Public Service Commission of August 17, 1916, consenting to the construction of a railroad for private use across New Bridge Street, in the town of West Springfield.

After public hearing and consideration, it is -

ORDERED, That the order of the Public Service Commission of August 17, 1916, consenting to the construction and maintenance of a railroad for private use across New Bridge street (now known as Memorial avenue) be and hereby is modified to the extent of authorizing the installation and operation of electric signal lights, manually controlled and flashing red in both directions on the approach of a train, in substitution for the flagman required by said order, said installation to be subject to the approval of the inspection division of this Department.

By order of the Department,

(signed) ALLAN BROOKS,

(Seal)

Administrative Secretary.

A true copy.

Attest:

Allan Brooks
Administrative Secretary.

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting April 28, 1933

In the matter of the petition of the West Side Terminal Company for modification of a decree dated August 30, 1916 for permission to install and operate electric signal lights in substitution for the provision in the decree dated August 30, 1916, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing across the highways known as New Bridge Street and Bramble Avenue in West Springfield, Hampden County, Massachusetts.

FINAL DECREE

In the matter of the above petition, it appearing that all parties in interest were present and assented to said petition, and the Department of Public Utilities having consented thereto in writing, it is ORDERED, ADJUDGED AND DECREED, that the provision in the decree

April meeting 1933.

dated August 30, 1916 that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing over the highways known as New Bridge Street and Bramble Avenue in West Springfield, is hereby revoked, and it is further ORDERED, ADJUDGED AND DECREED, that the petitioner, the West Side Terminal Company, shall install and operate electric signal lights, manually controlled and flashing red in both directions on the approach of an engine, car or train, to and while proceeding across said highways. The installation, maintenance and all other expenses of said signal lights shall be borne entirely by the West Side Terminal Company; said installation is subject to the approval of the Inspection Division of the Department of Public Utilities.

Thos. J. Costello

Charles W. Bray

Maurice G. Donahue

County Commissioners of the County
of Hampden.

ORDER REVOKING FINAL DECREE.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting May 3, 1933

In the matter of the petition of the West Side Terminal Company for modification of a decree dated August 30, 1916 for permission to install and operate electric signal lights in substitution for the provision in the decree dated August 30, 1916, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing across New Bridge Street (now known as Memorial Avenue) in West Springfield, Hampden County, Massachusetts.

ORDER REVOKING FINAL DECREE.

It is ORDERED that the final decree in the above matter be and hereby is revoked.

Thos. J. Costello)

Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

NEW FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting May 3, 1933

In the matter of the petition of the West Side Terminal Company for modification of a decree dated August 30, 1916 for permission to install and operate electric signal lights in substitution for the provision in the decree dated August 30, 1916, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing across New Bridge Street (now known as Memorial Avenue) in West Springfield, Hampden County, Massachusetts.

FINAL DECREE

In the matter of the above petition, it appearing that all parties in interest were present and assented to said petition, and

April meeting 1933

the Department of Public Utilities having consented thereto in writing, it is ORDERED, ADJUDGED and DECREED, that the provision in the decree dated August 30, 1916 that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing across New Bridge Street (now known as Memorial Avenue) in West Springfield, is hereby revoked, and it is further ORDERED, ADJUDGED and DECREED, that the petitioner, the West Side Terminal Company, shall install and operate electric signal lights, manually controlled and flashing red in both directions on the approach of an engine, car or train, to and while proceeding across said highway. The installation, maintenance and all other expenses of said signal lights shall be borne entirely by the West Side Terminal Company; said installation is subject to the approval of the Inspection Division of the Department of Public Utilities.

Thos. J. Costello

Charles W. Bray

Maurice G. Donahue

County Commissioners of the County
of Hampden.

April 12, 1933

Order to arrest Edmund LaMagdelaine of Holyoke,
holder of permit to be at liberty.

Order to Arrest

Order to arrest Joseph A. Duprey of Springfield,
holder of permit to be at liberty. (surrendered
for violation of parole.)

Order to Arrest

April 18, 1933

Voted to appoint Mr. Edward J. Ruxton of Springfield
a member of the Board of Trustees for County Aid
to Agriculture. Term of Office, April 1, 1933 to
April 1, 1936.Appointment
Edward J. Ruxton
TrusteeVoted to re-appoint Mr. Harry C. Lane of Westfield,
a member of the Board of Trustees for County Aid
to Agriculture. Term of Office, April 1, 1933 to
April 1, 1936.Appointment
Harry C. Lane
TrusteeVoted to re-appoint Mr. R. F. McElwaine of West
Springfield, a member of the Board of Trustees for
County Aid to Agriculture. Term of Office, April
1, 1933 to April 1, 1936.Appointment
R.F. McElwaine
Trustee.

April 26, 1933

Order to arrest Alfred Palazzi of Springfield,
holder of permit to be at liberty.

Order to Arrest

Voted to accept proposal of Albert E. Mayer of
Springfield for installation of sewer with iron
pipes and cross joints, 10" and 8" lines, at the
Hampden County Jail for a sum not to exceed \$500.00.

Vote

May 10, 1933

Ordered, that the order to arrest Chas. T. Chotain
of Willimansett, Chicopee, holder of permit to be
at liberty, issued April 5, 1933, is hereby
revoked.Order to Arrest
revoked.

May 17, 1933

Ordered, County Treasurer authorized and directed
to pay \$402.48 to Town of Holland on acct. of
County's proportion of cost of work done on Brimfield
Road (also known as Machapaug Road). Case No.
63-1932.

Order

April meeting 1933		
Voted to Award Order	May 24, 1933	Voted to award order for one double pedestal steel flat top desk and three "Sanimetal" Costumers, for the District Court of Eastern Hampden, Palmer, to THE BROADWAY OFFICE SUPPLY COMPANY of Springfield.
		Voted to award order for chairs, Cook Settee, type-writer stand, and cuspidors for the District Court of Eastern Hampden, Palmer, to the SPRINGFIELD OFFICE SUPPLY COMPANY.
		Voted to award order for legal blank sections, unit containing document files and one letter file for District Court of Eastern Hampden, Palmer, to THE OFFICE EQUIPMENT CO., INC. OF HOLYOKE.
Voted to Award Notes	June 7, 1933	Voted, to award County of Hampden Tax Notes numbered 475 to 482 inclusive, dated June 8, 1933, due November 8, 1933, aggregating \$100,000, to National Shawmut Bank of Boston, Mass., at 2.07% discount.
Released from Training School on Parole.		Released from Hampden County Training School on Parole, <u>Durante Vacirca</u> (effective 6/16/33).
Inspection of Jail & House of Correction.		Report of inspection of Jail and House of Correction by County Commissioners in accordance with General Laws Chapter 126 Section 1.
Order to Arrest revoked.	June 14, 1933	Ordered, that the order to arrest Alfred P. Palazzi of Springfield, holder of permit to be at liberty, issued April 26, 1933, is hereby revoked.
Order	June 21, 1933	Ordered, County Treasurer authorized and directed to pay \$43.82 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road also known as Mashapaug Road. Case No. 63-1932.
Voted to Award contract.		Voted to award contract for furnishing the Jail and House of Correction with bituminous coal to the HARDER COAL & SUPPLY COMPANY.
		Voted to award contract for furnishing the Jail and House of Correction and Training School with anthracite coal to the SPRINGFIELD COAL COMPANY.
Damages Done By Dogs		
Land Damages		
Sundry Accounts		Sundry Accounts being presented, are allowed, and the same amounting to the sum of
	June 21, 1933	
	Hampden, ss:	
		Judgment is entered up according to reports, etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.
	Attest:	Clerk.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, being the twenty-seventh day of said month and from time to time to the twenty-seventh day of September, in the year of our Lord one thousand nine hundred and thirty-three.

Present:

- | | |
|---------------------------------------|------------------------|
| Thomas J. Costello, Esquire, Chairman | } County Commissioners |
| Charles W. Bray, Esquire | |
| Maurice G. Donahue, Esquire | |

The following case was dismissed without prejudice:

No. 57. Selectmen of the Town of Holland, Petrs. for specific repairs on Pond Bridge Road, the work to begin at Frank E. Flint's Store for a distance of 1000 feet more or less, and for aid.

Case
Dismissed
Without
Prejudice

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to Somers, Conn. and known as Somers Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 21 and extend to the Connecticut line, southerly for a distance of 2100 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs with an appropriation from the State and Town.

Dated this 28th day of February 1933.

- | | |
|------------------|------------------------|
| Neil S. Kibbe | } Selectmen of Hampden |
| Nelson M. Carew | |
| Walter E. Temple | |

The foregoing petition was entered on the 3rd day of March 1933, and due proceedings having been had thereon, on the 2nd day of August 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 2, 1933

On the petition of the Selectmen of the Town of Hampden for relocation, alterations and specific repairs on Somers Road, the work to begin at station 21 and extend to the Connecticut line, southerly for a distance of 2100 feet more or less and for aid.

Hampden, Selectmen of Petrs. for relocation, alterations and specific repairs on Somers Road, the work to begin at station 21 and extend to the Connecticut line, southerly, for a distance of 2100 feet more or less and for aid.

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It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Hampden leading from Hampden to Somers, and being known as the Somers Road, to grade, surface with bituminous macadam and otherwise improve about 1,550 feet, the work to begin at the end of the section of said road improved in 1932, station 21+50, and extend in a southerly direction to station 6; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed TWO THOUSAND TWO HUNDRED DOLLARS (\$2,200.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Hampden.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Hampden, Selectmen of, Petrs. for specific repairs on Scantic Road, the work to begin at end of finished work in 1931 and extend in a southerly direction for a distance of 2000 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to Stafford, Conn. and known as Scantic Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at end of finished work in 1931 and extend in a southerly direction for a distance of 2000 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 28th day of February 1933.

Neil S. Kibbe)
Nelson M. Carew) Selectmen
Walter E. Temple) of
Hampden

The foregoing petition was entered on the 3rd day of March 1933, and due proceedings having been had thereon, on the 2th day of August 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 9, 1933

On the petitions of the Selectmen of the Town of Hampden for specific repairs on Scantic Road, the work to begin at end of finished work in 1931 and extend in a southerly direction for a distance of 2000 feet more or less, and for aid; and for specific repairs on North Monson Road, the work to begin at junction of Main Street and Scantic Road and extend northeasterly for a distance of 2000 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 22 and No. 23, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of July, A. D. 1933, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Hampden, to repair, treat with bituminous material and otherwise improve about nine-tenths of a mile of the roads in Hampden, leading to Monson, and being known as North Monson and Scantic Roads, the work to begin on Scantic Road at the end of the section improved in 1932, and extend in an easterly direction to South Monson Road; and the work on North Monson Road to begin at Scantic Road, and extend for a distance of about three-tenths of a mile; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Hampden.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to Monson and known as North Monson Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at junction of Main St. and Scantic Road and extend northeasterly for a distance of 2000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific re-

Hampden, Selectmen of, Petrs. for specific repairs on North Monson Road, the work to begin at junction of Main Street and Scantic Road and extend northeasterly for a distance of 2000 ft. more or less, and for aid.

pairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 28th day of February 1933.

Neil S. Kibbe)
Nelson M. Carew) Selectmen
Walter E. Temple) of
 Hampden

The foregoing petition was entered on the 3rd day of March 1933, and due proceedings having been had thereon, on the 9th day of August 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 9, 1933

On the petitions of the Selectmen of the Town of Hampden for specific repairs on Scantic Road, the work to begin at the end of finished work in 1931 and extend in a southerly direction for a distance of 2000 feet more or less, and for aid; and for specific repairs on North Monson Road, the work to begin at junction of Main Street and Scantic Road and extend northeasterly for a distance of 2000 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 22 and No. 23, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of July, A. D. 1933, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Hampden, to repair, treat with bituminous material and otherwise improve about nine-tenths of a mile of the roads in Hampden, leading to Monson, and being known as North Monson and Scantic Roads, the work to begin on Scantic Road at the end of the section improved in 1932, and extend in an easterly direction to South Monson Road; and the work on North Monson Road to begin at Scantic Road, and extend for a distance of about three-tenths of a mile; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Hampden.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
 of the County
 of Hampden.

June meeting 1933

To the County Commissioners of the County of Hampden.

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity requires--that the highway leading from Springfield line to Hampden line and known as Allen Street, be relocated, that alterations be made in its course and width, and that said road be specifically repaired as may be necessary, the work to begin at the end of last year's construction and extend southerly for a distance of 5000 feet, more or less.

East Longmeadow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Allen St., leading from Spfld. to Hampden line, the work to begin at end of last year's construction and extend southerly for 5000 feet more or less, and for aid.

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Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations, and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this twenty-fifth day of April 1933.

John L. Walstrom

J. Raymond Ford

Sanford P. Nooney

Board of Selectmen
Town of East Longmeadow

The foregoing petition was entered on the 5th day of May 1933, and due proceedings having been had thereon, on the 30th day of September 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 20, 1933

On the petition of the Selectmen of the Town of East Longmeadow for relocation, alterations and specific repairs on Allen Street leading from Springfield to Hampden line, the work to begin at end of last year's construction and extend southerly for 5000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in East Longmeadow leading from Springfield to Hampden, and being known as Allen Street, to grade, surface with bituminous macadam and otherwise improve about 3,000 feet, the work to begin at the end of the section of said road improved in 1932, station 34, and extend in an easterly direction to station 4; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the

Town of East Longmeadow a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

Thomas J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Blandford, Selectmen of the Town of; Petrs. for relocation, alterations and specific repairs on Russell Road, the work to begin at Walter Allen's place and extend toward Russell for a distance of one-half mile more or less, and for aid.

31

To the County Commissioners of Hampden County:

Respectfully represent the undersigned, Selectmen of the Town of Blandford, in said County, that common convenience and necessity require that the highway leading from Blandford Village to Russell and known as Russell road, be re-located, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at Walter Allen's place and extend toward Russell for a distance of one-half mile more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

N. L. Haines }
W. V. Bodurtha } Selectmen
A. H. Smith } of
Blandford

The foregoing petition was entered on the 15th day of May 1933, and due proceedings having been had thereon, on the 30th day of August 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 30, 1933

On the petition of the Selectmen of the Town of Blandford for relocation, alterations and specific repairs on Russell Road, the work to begin at Walter Allen's place and extend toward Russell for a distance of one-half mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road in Blandford, to grade, surface with gravel and otherwise improve about 2,500 feet of road in Blandford, leading to Russell, known as the Russell Road; the work to begin at station 25+50, about 2,550 feet from the State Highway, and extend in an easterly direction to station 50+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

June meeting 1933

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed ONE THOUSAND SEVEN HUNDRED DOLLARS (\$1,700.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

Thos. J. Costello)
)County
 Charles W. Bray)Commissioners
)of the County
 Maurice G. Donahue)of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Longmeadow, in said County, that common convenience and necessity requires that the highway leading from Longmeadow to East Longmeadow and known as Williams Street be relocated, that alterations be made in its course and width, and that said road be specifically repaired as may be necessary, the work to begin at Laurel Street and extend easterly to the East Longmeadow Town line for a distance of Approx. 12,000 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations, and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this Twenty-Ninth day of May 1933.

Edwin S. Munson

Frank B. Allen

Charles H. Bump

Selectmen of the Town of Longmeadow

The foregoing petition was entered on the 31st day of May 1933, and due proceedings having been had thereon, the following Relocation Report was filed on Sept. 29, 1933; and Amendment of Decree was filed on March 20, 1935, to wit:

RELOCATION REPORT

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 27, 1933

On the petition of the Selectmen of the Town of Longmeadow for relocation, alterations and specific repairs on William Street, the work to begin at Laurel Street and extend easterly to the East Longmeadow Town Line, a distance of approximately 12,000 feet more or less, and for aid, it appearing that all persons and corporation interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-seventh day of June, A. D. 1933, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon.

Longmeadow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Williams Street, the work to begin at Laurel Street and extend easterly to the East Longmeadow Town Line, a distance of approx. 12,000 feet more or less, and for aid.

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~~Plans in drawer of~~
~~Plan Case.~~

HIGHWAY

Book #19

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And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout is located on Williams Street, so called, and begins at the easterly location line of Laurel Street, and extends thence easterly about 2.1 miles to the dividing line between the towns of East Longmeadow and Longmeadow; being more fully described as follows:

The base line begins at a point in the present roadway at its intersection with the easterly location line of Laurel Street, said point being shown on plan as station 24+15.09; and extends thence south 85° 40' 20" east 354.25 feet; thence by a curve to the left of 1177.44 feet radius 396.22 feet; thence north 75° 02' 50" east 818.32 feet; thence by a curve to the right of 2770.29 feet radius 299.71 feet; thence north 81° 14' 45" east 544.70 feet; thence by a curve to the left of 1405.78 feet radius 360.77 feet; thence north 42° 05' 15" east 821.05 feet; thence by a curve to the right of 1600.00 feet radius 636.93 feet; thence north 64° 53' 45" east 821.31 feet; thence by a curve to the right of 2399.92 feet radius 661.22 feet; thence north 80° 40' 55" east 527.65 feet; thence by a curve to the right of 999.94 feet radius 251.23 feet; thence south 84° 55' 10" east 2292.63 feet; thence by a curve to the left of 811.47 feet radius 315.95 feet; thence north 72° 46' 20" east 222.79 feet; thence by a curve to the left of 1499.92 feet radius 285.02 feet; thence north 61° 53' 05" east 567.90 feet; thence by a curve to the left of 600.00 feet radius 291.14 feet; thence north 34° 05' 00" east 7.55 feet to a point at the end of the layout, on the aforesaid East Longmeadow-Longmeadow line, said point being shown on plan as station 134+91.49.

The northerly line of location begins at a point on the easterly location line of Laurel Street, said point bearing north 11° 33' 45" west and being 41.59 feet distant from station 25+25.00 of the above-described base line, and extends thence parallel to said base line and 40.00 feet distant therefrom to a point bearing north 4° 28' 47" west and 41.35 feet distant from station 82+12.62; thence by a curve to the left of 30.00 feet radius 79.02 feet to a point bearing north 4° 28' 47" west and 99.43 feet distant from said station 83+12.62; thence north 79° 56' 05" west 60.55 feet to a point on the southerly location line of the town layout on Bliss Road, so called, bearing north 31° 33' 34" west and 128.75 feet distant from the aforesaid station 83+12.62; thence, crossing Bliss Road, north 78° 33' 23" east 218.19 feet to a point on the northerly location line of said town layout, bearing north 39° 25' 38" west and 113.91 feet distant from station 85+40.97; thence south 79° 56' 05" east 53.84 feet to a point bearing north 13° 49' 14" west and 80.92 feet distant from said station 85+40.97; thence by a curve to the left of 586.82 feet radius 198.52 feet to a point bearing north 9° 19' 05" west and 40.00 feet distant

from station 87+29.57; thence parallel to the above-described base line and 40.00 feet distant therefrom to a point bearing south $77^{\circ} 19' 46''$ west and 89.92 feet distant from station 133+48.66 thence by a curve to the left of 50.00 feet radius 74.29 feet to a point on the south-westerly location line of the town layout on Dwight Road, so called, bearing north $57^{\circ} 39' 45''$ west and 86.64 feet distant from said station 133+48.66; thence crossing Dwight Road, north $46^{\circ} 41' 10''$ east 82.15 feet to a point on the north-easterly location line thereof, bearing north $7^{\circ} 26' 55''$ west and 103.57 feet distant from the aforesaid station 133+48.66; thence leaving said location line of Dwight Road and extending south-easterly to easterly and north-easterly by a curve of 30.00 feet radius 58.93 feet to a point bearing south $86^{\circ} 40' 44''$ west and 51.45 feet distant from station 134+83.94; thence by another curve to the left of 560.00 feet radius 31.27 feet to a point bearing north $55^{\circ} 55' 00''$ west and 40.00 feet distant from said station 134+83.94; thence north $34^{\circ} 05' 00''$ east 52.78 feet to a point at the end of the layout, on the aforesaid East Longmeadow-Longmeadow line, said point bearing north $7^{\circ} 24' 12''$ west and being 60.38 feet distant from the point of ending of the aforesaid base line shown on plan as station 134+91.49.

The southerly line of location begins at a point on the easterly location line of Laurel Street, said point bearing south $15^{\circ} 41' 04''$ west and being 40.80 feet distant from station 24+25.00 of the above-described base line, and extends thence parallel to said base line and 40.00 feet distant therefrom to a point at the end of the layout, on the aforesaid East Longmeadow-Longmeadow line, said point bearing south $7^{\circ} 24' 12''$ east and being 58.81 feet distant from the point of ending of said base line shown on plan as station 134+91.49.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Longmeadow in said County.

Parcel No. 1 A parcel of land supposed to be owned by the CITY SAVINGS BANK OF PITTSFIELD; located on the northerly side of Williams Street, so-called, between stations 24+15.09 and 25+44 $\frac{1}{2}$, bounded as follows: Northerly by the northerly location line of the 1933 County Layout about 130 feet; easterly by the westerly boundary of land of E. Vickerman, et al. about 15 feet; southerly by the northerly location line of the 1877 county layout about 130 feet; and westerly by the easterly location line of Laurel Street, so-called, about 15 feet; containing about 1,950 square feet.

Parcel No. 2 A parcel of land supposed to be owned by W. J. and J. M. Quinn; located on the southerly side of Williams Street, so-called, between stations 24+17 $\frac{1}{2}$ and 25+47 $\frac{1}{2}$, bounded as follows: Southerly by the southerly location line of the 1933 County Layout about 129 feet; westerly by the easterly location line of Laurel Street, so-called, about 15 feet; northerly by the southerly location line of the 1877

county layout about 131 feet; and easterly by the westerly boundary of land of A. Benson about 15 feet; containing about 1,950 square feet.

Parcel No. 3 A parcel of land supposed to be owned by E. VICKERMAN and G. F. PALMER; located on the northerly side of Williams Street, so-called, between stations 25+44+ and 27+44+, bounded as follows: Northerly by the northerly location line of the 1933 County Layout about 200 feet; easterly by the westerly boundary of land of Patrick Reedy about 15 feet; southerly by the northerly location line of the 1877 County Layout about 200 feet; and westerly by the easterly boundary of land of the City Savings Bank of Pittsfield about 15 feet; containing about 3,000 square feet.

Parcel No. 4 A parcel of land supposed to be owned by A. BENSON; located on the southerly side of Williams Street, so-called, between stations 25+47+ and 26+02+, bounded as follows: Southerly by the southerly location line of the 1933 County Layout about 55 feet; westerly by the easterly boundary of land of W. J. Quinn, et al. about 15 feet; northerly by the southerly location line of the 1877 county layout about 55 feet; and easterly by the westerly boundary of land of H. M. Miller about 15 feet; containing about 825 square feet.

Parcel No. 5 A parcel of land supposed to be owned by H. M. MILLER; located on the southerly side of Williams Street, so-called, between stations 26+02+ and 28+10+, bounded as follows: Southerly by the southerly location line of the 1933 County Layout about 209 feet; westerly by the easterly boundary of land of A. Benson about 15 feet; northerly by the southerly location line of the 1877 County Layout about 185 feet; and northeasterly by the southwesterly boundary of land of Owners Unknown (Colgan Avenue) about 29 feet; containing about 3,020 square feet.

Parcel No. 6 A parcel of land supposed to be owned by PATRICK REEDY; located on the northerly side of Williams Street, so-called, between stations 27+44+ and 33+31+, bounded as follows: Northerly by the northerly location line of the 1933 County Layout about 574 feet; easterly by the westerly boundary of land of R. G. Higgins Jr. about 19 feet; southerly by the northerly location line of the 1877 County Layout about 570 feet; and westerly by the easterly boundary of land of E. Vickerman et al. about 15 feet; containing about 8,400 square feet.

Parcel No. 7 A parcel of land supposed to be owned by OWNERS UNKNOWN (COLGAN AVENUE) located on the southerly side of Williams Street, so-called, between stations 27+88+ and 29+36+, bounded as follows: Southerly by the southerly location line of the 1933 County Layout for about 100 feet; southwesterly by the northeasterly boundary of land of H. M. Miller for about 29 feet; northerly by the southerly location line of the 1877 County Layout for 151.5 feet; and southeasterly by the northwesterly boundary of land of Patrick Reedy for about 33 feet; containing about 1,700 square feet.

Parcel No. 8 A parcel of land supposed to be owned by PATRICK REEDY located on the southerly side of Williams Street, so-called, between stations 29+07 \pm and 34+53 \pm , bounded as follows: Southerly by the southerly location line of the 1933 County Layout about 550 feet; northwesterly by the southeasterly boundary of land of OWNERS UNKNOWN (Colgan Ave.) about 32 feet; northerly by the southerly location line of the 1877 County Layout about 511 feet; and easterly by the westerly boundary of land of the Victor Corporation about 14 feet; containing about 7,700 square feet.

Parcel No. 9 A parcel of land supposed to be owned by R. G. HIGGINS JR. located on the northerly side of Williams Street, so-called, between stations 33+23 \pm and 35+60 \pm , bounded as follows: Northerly by the northerly location line of the 1933 County Layout about 229 feet; easterly by the westerly boundary of land of G. A. Baer et al. about 18 feet; southerly by the northerly location line of the 1877 County Layout about 238 feet; and westerly by the easterly boundary of land of Patrick Reedy about 19 feet; containing about 4,165 square feet.

Parcel No. 10 A parcel of land supposed to be owned by the VICTOR CORPORATION located on the southerly side of Williams Street, so-called, between stations 34+48 \pm and 47+75 \pm , bounded as follows: Southerly by the southerly location line of the 1933 County Layout about 1322 feet; westerly by the easterly boundary of land of Patrick Reedy about 14 feet; northerly by the southerly location line of the 1877 County Layout about 1329 feet; and easterly by the westerly boundary of land of T. W. Leete, Hrs. 12.5 feet; containing about 14,700 square feet.

Parcel No. 11 A parcel of land supposed to be owned by G. A. and CLARA BAER located on the northerly side of Williams Street, so-called, between stations 35+60 \pm and 39+77 \pm , bounded as follows: Northerly by the northerly location line of the 1933 County Layout about 415 feet; easterly by the westerly boundary of land of the T. W. Leete Hrs. about 19 feet; southerly by the northerly location line of the 1877 County Layout about 410 feet; and westerly by the easterly boundary of land of R. G. Higgins Jr. about 18 feet; containing about 7,430 square feet.

Parcel No. 12 A parcel of land supposed to be owned by T. W. LEETE, HRS; located on the northerly side of Williams Street, so-called, between stations 39+72 \pm and 45+07 \pm , bounded as follows: Northerly by the northerly location line of the 1933 County Layout about 534 feet; easterly by the westerly boundary of land of Geraldine Blokland about 20 feet; southerly by the northerly location line of the 1877 County Layout about 534 feet; and westerly by the easterly boundary of land of G. A. Baer et al. about 19 feet; containing about 10,390 square feet.

Parcel No. 13 A parcel of land supposed to be owned by GERALDINE BLOKLAND, located on the northerly side of Williams Street, so-called, between stations 45+03 \pm and 49+44 \pm , bounded as follows: Northerly by the northerly location line of the 1933 County Layout about 433 feet; easterly by the westerly boundary of land of the T. W. Leete, Hrs.,

about 10 feet; southerly by the northerly location line of the 1877 County Layout about 435 feet; and westerly by the easterly boundary of other land of the T. W. Leete, Hrs., about 20 feet; containing about 7,400 square feet.

Parcel No. 14 A parcel of land supposed to be owned by the T. W. LEETE, HRS.; located on the southerly side of Williams Street, so-called, between stations 47+75₊ and 59+19₊, bounded as follows: Southeasterly and southerly by the southerly location line of the 1933 County Layout about 1172 feet; westerly by the easterly boundary of land of the Victor Corporation 12.5 feet; and northerly and northwesterly by the southerly location line of the 1877 County Layout about 1,155 feet; containing about 33,900 square feet.

Parcel No. 15 A parcel of land supposed to be owned by T. W. LEETE, HRS.; located on the northerly side of Williams Street, so-called, between stations 49+40₊ and 51+59₊, bounded as follows: Northerly by the northerly location line of the 1933 County Layout about 209 feet; southerly by the northerly location line of the 1877 County Layout about 215 feet; and westerly by the easterly boundary of land of Geraldine Blokland about 10 feet; containing about 1,940 square feet.

Parcel No. 16 A parcel of land supposed to be owned by T. W. LEETE, HRS., located on the northwesterly side of Williams Street, so-called, between stations 57+58₊ and 61+89₊, bounded as follows: Northwesterly by the northwesterly location line of the 1933 County Layout about 431 feet; northeasterly by the southwesterly boundary of land of J. B. Burbank about 18 feet; and southeasterly by the northwesterly location line of the 1877 County Layout about 436 feet; containing about 11,730 square feet.

Parcel No. 17 A parcel of land supposed to be owned by the T. W. LEETE, HRS., located on the southeasterly side of Williams Street, so-called, between stations 61+21₊ and 88+94₊, bounded as follows: Southeasterly by the southeasterly location line of the 1933 County Layout about 2747 feet; northwesterly by the southeasterly location line of the 1877 County Layout about 2790 feet; and easterly by the westerly boundary of land of H. E. Serge, et al. about 16 feet; containing about 80,500 square feet.

Parcel No. 18 A parcel of land supposed to be owned by J. B. Burbank, located on the northwesterly side of Williams Street, so-called, between stations 61+87₊ and 62+99₊, bounded as follows: Northwesterly by the northwesterly location line of the 1933 County Layout about 111 feet; southeasterly by the northwesterly location line of the 1877 County Layout about 114 feet; and southwesterly by the northeasterly boundary of land of the T. W. Leete, Hrs., about 18 feet; containing about 1,025 square feet.

Parcel No. 19 A parcel of land supposed to be owned by J. B. Burbank; located on the northwesterly side of Williams Street, so-called, between stations 70+21₊ and 83+26₊, bounded as follows: Northwesterly by the northwesterly location line of the 1933 County Layout about 1,316 feet; and southeasterly by the northwesterly location line

of the 1877 County Layout about 1,314 feet; containing about 17,230 square feet.

Parcel No. 20 A parcel of land supposed to be owned by J. B. BURBANK; located on the northerly side of Williams Street; so-called, between stations 83+90+ and 94+06+, bounded as follows: Northerly by the northerly location line of the 1933 County Layout about 1044 feet; southerly in part by the northerly location line of the 1877 County Layout and in part by the assumed side of Bliss Road so-called, for a total distance of about 1047 feet; containing about 18,220 square feet.

Parcel No. 21 A parcel of land supposed to be owned by H. E. SERGE and I. E. GIMBELL; located on the southerly side of Williams Street, so-called, between stations 88+94+ and 95+47+, bounded as follows: Southerly by the southerly location line of the 1933 County Layout about 643 feet; westerly by the easterly boundary of land of the T. W. Leete, Hrs. about 16 feet; northerly by the southerly location line of the 1877 County Layout about 642 feet; and easterly by the westerly boundary of land of E. F. Vogel about 59 feet; containing about 14,760 square feet.

Parcel No. 22 A parcel of land supposed to be owned by E. F. VOGEL; LOCATED ON THE SOUTHERLY SIDE OF Williams Street, so-called, between stations 95+34+ and 100+55+ bounded as follows: Southerly by the southerly location line of the 1933 County Layout about 508 feet; westerly by the easterly boundary of land of H. E. Serge et al. about 59 feet; and northerly by the southerly location line of the 1877 County Layout about 526 feet; containing about 18,750 square feet.

Parcel No. 23 A parcel of land supposed to be owned by J. B. BURBANK; located on the northerly side of Williams Street, so-called, between stations 98+66+ and 111+85+, bounded as follows: Northerly by the northerly location line of the 1933 County Layout about 1316 feet; easterly by the westerly boundary of land of W. F. Stock about 20 feet; and southerly by the northerly location line of the 1877 County Layout about 1325 feet; containing about 41,100 square feet.

Parcel No. 24 A parcel of land supposed to be owned by the T. W. LEETE, HRS., located on the southerly side of Williams Street, so-called, between stations 107+33+ and 109+69+, bounded as follows: Southerly by the southerly location line of the 1933 County Layout about 236 feet; northerly by the southerly location line of the 1877 County Layout about 234 feet; and easterly by the westerly boundary of land of E. F. Vogel et al. about 10 feet; containing about 1,180 square feet.

Parcel No. 25 A parcel of land supposed to be owned by E. F. VOGEL and E. KRIENER; located on the southerly side of Williams Street, so-called, between stations 109+67+ and 123+65+, bounded as follows: Southerly by the southerly location line of the 1933 County Layout about 1412 feet; westerly by the easterly boundary of land of T. W. Leete, Hrs. about 10 feet; northerly by the southerly location line of the 1877 County Layout about 1413 feet; and easterly by the westerly boundary of land of J. B. Burbank about 11 feet; containing about 14,800 square feet.

Parcel No. 26 A parcel of land supposed to be owned by W. F. STOCK; located on the northerly side of Williams Street, so-called, between stations 111+80+ and 120+51+, bounded as follows: Northerly by the northerly location line of the 1933 County Layout about 857 feet; easterly by the westerly boundary of land of John T. Harrington about 19 feet; southerly by the northerly location line of the 1877 County Layout about 860 feet; and westerly by the easterly boundary of land of J. B. Burbank about 20 feet; containing about 17,200 square feet.

Parcel No. 27 A parcel of land supposed to be owned by JOHN T. HARRINGTON; located on the northerly side of Williams Street, so-called, between stations 120+49+ and 126+11+, bounded as follows: Northerly by the northerly location line of the 1933 County Layout about 551 feet; northeasterly by the southwesterly boundary of land of H. Beyerlein et al. about 20 feet; southerly by the northerly location line of the 1877 County Layout about 556 feet; and westerly by the easterly boundary of land of W. F. Stock about 19 feet; containing about 10,800 square feet.

Parcel No. 28 A parcel of land supposed to be owned by J. B. BURBANK; located on the southeasterly side of Williams Street, so-called, between stations 123+65+ and 129+21+, bounded as follows: Southeasterly by the southeasterly location line of the 1933 County Layout about 565 feet; westerly by the easterly boundary of land of E. F. Vogel et al. about 11 feet; and northwesterly by the southeasterly location line of the 1877 County Layout about 564 feet; containing about 4,950 square feet.

Parcel No. 29 A parcel of land supposed to be owned by H. BEYERLEIN and G. BERGMANN; located on the northwesterly side of Williams Street, so-called, between stations 126+09+ and 129+64+, bounded as follows: Northwesterly by the northwesterly location line of the 1933 County Layout about 352 feet; northeasterly by the southwesterly boundary of land of Lula Merrill about 39 feet; southeasterly by the northwesterly location line of the 1877 County Layout about 355 feet; and southwesterly by the northeasterly boundary of land of John T. Harrington about 20 feet; containing about 7,730 square feet.

Parcel No. 30 A parcel of land supposed to be owned by LULA MERRILL; located on the northwesterly side of Williams Street, so-called, between stations 129+62+ and 133+23+, bounded as follows: Northwesterly and westerly by the northwesterly location line of the 1933 County Layout about 372 feet; northeasterly by the southwesterly boundary of land of Owners Unknown (Dwight Road) about 86 feet; southeasterly by the northwesterly location line of the 1877 County Layout about 361 feet; and southwesterly by the northeasterly boundary of land of John T. Harrington about 39 feet; containing about 22,670 square feet.

Parcel No. 31 A parcel of land supposed to be owned by H. BEYERLEIN and G. BERGMANN; located on the northwesterly side of Williams Street, so-called, between stations 133+95+ and 134+91.49, bounded as follows: Northerly and northwesterly by the northwesterly location line of the 1933 County Layout 142.98 feet; easterly by the town line

between East Longmeadow and Longmeadow about 22 feet; southeasterly by the northwesterly location line of the 1877 County Layout about 121 feet; and southwesterly by the northeasterly boundary of land of Owners Unknown (Dwight Road) about 65 feet; containing about 2,480 square feet.

Parcel No. 32 A parcel of land supposed to be owned by ABBIE HUNN; located on the southeasterly side of Williams Street, so-called, between stations 133+80+ and 134+64+, bounded as follows: Southeast-erly by the southeasterly location line of the 1933 County Layout about 75 feet; southwesterly by the assumed side of the town road to Sommers, about 6 feet; northwesterly by the southeasterly location line of the 1877 County Layout about 88 feet; and easterly by the town line between East Longmeadow and Longmeadow, about 21 feet; containing about 900 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the Town of Longmeadow, Hampden County, Laid out by the County Commissioners, Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

City Savings Bank of Pittsfield.	\$1.00
W. J. and J. M. Quinn	1.00
E. Vickerman and G. F. Palmer.	1.00
A. Benson	1.00
H. M. Miller	1.00
Patrick Reedy.	1.00
Owners Unknown (Colgan Avenue)	1.00
Patrick Reedy.	1.00
R. G. Higgins Jr.	1.00
Victor Corporation	1.00
G. A. and Clara Baer	1.00
T. W. Leete, Hrs.	1.00
Geraldine Blokland	1.00
T. W. Leete, Hrs.	1.00
T. W. Leete, Hrs.	1.00
T. W. Leete, Hrs.	1.00
T. W. Leete, Hrs.	1.00
J. B. Burbank	1.00
J. B. Burbank	1.00
J. B. Burbank	1.00

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H. E. Serge and I. E. Gimball	\$1.00
E. F. Vogel	1.00
J. B. Burbank	1.00
T. W. Leete, Hrs.	1.00
E. F. Vogel and E. Kriener.	1.00
W. F. Stock	1.00
John T. Harrington.	1.00
J. B. Burbank	1.00
H. Beyerlein and G. Bergmann.	1.00
Lula Merrill	1.00
H. Beyerlein and G. Bergmann.	1.00
Abbie Hunn	1.00

The work to be done is as follows: the sub-base where required shall consist of gravel; the base course shall consist of broken stone, and shall have a thickness of four (4) inches after rolling; the surface course shall consist of bituminous macadam, and shall be two (2) inches thick after rolling, - the bituminous material shall consist of asphalt and the first application shall be at the rate of one and three quarters (1-3/4) gallons per square yard of surface. This and all other necessary work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The work is to begin at Laurel Street at about Station 23+79 on Williams Street and extend thence on said Williams Street in a general easterly direction for a distance of about 11112 feet to about Station 134+91.49 at the East Longmeadow Town Line.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Longmeadow a sum not to exceed TEN THOUSAND DOLLARS (\$10,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Longmeadow.

Thos. J. Costello)
 :County
Charles W. Bray):Commissioners
 :of the County
Maurice G. Donahue):of Hampden.

COUNTY COMMISSIONERS MEETING

Hampden, ss:

September 29, 1933

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

AMENDMENT OF DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting

March 20, 1935

In the matter of the petition of the Selectmen of the Town of Longmeadow (petition No. 71-1934) for specific repairs on Williams

June meeting 1933

Street, the work to begin at station 117 as shown on a plan of Williams Street as laid out by the County Commissioners September 27, 1933, and extend in an easterly direction to the East Longmeadow Town Line, a distance of 1,784 feet more or less, and for aid.

It having been made to appear to the County Commissioners that the allotment of \$1,000. for the above work was made to cover a deficit on the 1933 Chapter 90 contract, No. 4119, dated September 12, 1933, so no contract was written in 1934, it is hereby ORDERED and DECREED that said allotment of \$1,000. be added to the County's allotment of \$10,000. in 1933 making the County's share towards the cost of repairing said highway a sum not exceeding ELEVEN THOUSAND DOLLARS (\$11,000.).

This is an amendment of the decree dated September 27, 1933 and made a part of said decree.

Thos. J. Costello

Chas. W. Bray

Maurice G. Donahue

County Commissioners of the
County of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading North from North Wilbraham to Ludlow Center and known as "Miller Street" be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the intersection of Chapin and Miller Streets and running North a distance of about one mile.

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs the sum of \$4000.00, together with \$8000.00 from the State and \$4000. from the Town.

Dated this 29th day of May, 1933.

Arthur C. Brodeur

Selectmen

John Supernaw

of the Town

John J. Whitehouse

of Ludlow, Mass.

The foregoing petition was entered on the 2nd day of June 1933, and due proceedings having been had thereon, on the 30th day of August 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting August 30, 1933

On the petition of the Selectmen of the Town of Ludlow for relocation, alterations and specific repairs on Miller Street, the work to begin at intersection of Chapin and Miller Streets and running north a distance of about one mile, and for aid.

Ludlow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Miller Street, the work to begin at intersection of Chapin and Miller Streets and running North a distance of about one mile, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Ludlow, known as Miller Street, as follows: the sub-base where required shall consist of gravel; the base course shall consist of broken stone and shall have a maximum thickness of three and one-half (3-1/2) inches after rolling; the surface course shall consist of bituminous macadam and shall be two and one-half (2-1/2) inches thick after rolling. The bituminous material shall consist of asphalt. This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case. The work is to begin at about station 2+50, said station being on Miller Street about 50 feet north of the Athol Branch tracks of the B & A Railroad and extending thence in a general northerly direction on said Miller Street for a distance of about 4000 feet to station 42+50.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

Thos. J. Costello)
Chas. W. Bray)County
Maurice G. Donahue)Commissioners
of the County
of Hampden.

Westfield, Mayor of the City of, Petr. for relocation, alterations and specific repairs on Montgomery Rd, the work to begin at or near intersection of Montgomery Rd with Notre Dame St., so-called and extend northerly about 4-3/4 miles, or any part thereof, to boundary line between Town of Montgomery and City of Westfield, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that the highway leading from Westfield to Montgomery, through Wyben, and known as Montgomery Road be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at or near the intersection of Montgomery Road with Notre Dame Street, so-called, and extend northerly about 4-3/4 miles, or any part thereof, to the boundary line between the Town of Montgomery and the said City of Westfield.

WHEREAS acting on a similar petition, dated the sixth day of June 1932, your Honorable Board ordered specific repairs on said road, in accordance with specifications set forth in an agreement of the Department of Public Works, Division of Highways; said repairs having in the main been completed.

June meeting 1933

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify additional specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this second day of June 1933.

Raymond H. Cowing
Mayor of the City of Westfield.

VOTE OF CITY COUNCIL

June 2, 1933.

Oren E. Parks,
Supt. of Public Works Dept.,
Westfield, Mass.

Dear Mr. Parks:-

The following votes were passed unanimously at a meeting of the City Council June 1, 1933 and approved by the Mayor June 2, 1933:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for improvement work on the Montgomery Road, and to sign on behalf of the City a contract with the State covering any construction work connected with the same.

VOTED: That \$1,800.00 be appropriated from the 1933 Tax Levy for improvement work on the Montgomery Road to be expended with appropriations for same by both the State and County.

Attest:

J. Chambers Dewey
J. Chambers Dewey
City Clerk

(Seal)

The foregoing petition was entered on the 5th day of June, 1933, and due proceedings having been had thereon, on the 30th day of August 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Rampden, ss: County Commissioners' Meeting August 30, 1933

On the petition of the Mayor of the City of Westfield for relocation, alterations and specific repairs on Montgomery Road, the work to begin at or near intersection of Montgomery Road with Notre Dame St., so-called, and extend northerly about 4-3/4 miles, or any part thereof, to boundary line between Town of Montgomery and City of Westfield and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Westfield leading to Montgomery, and being known as the Montgomery Road, to grade, surface with bituminous macadam and otherwise improve about

June meeting 1933

1,700 feet; the work to begin at the end of the section of said road improved in 1931, station 37+50, and extend in a southerly direction to station 54+50; beginning again at station 4, and extending to station 0, constituting a widening of the present surface for about 400 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed NINE HUNDRED DOLLARS (\$900.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

Thos. J. Costello)
Chas. W. Bray)County
Maurice G. Donahue)Commissioners
of the County
of Hampden.

Westfield, Mayor of the City of, Petr. for relocation, alterations and specific repairs on Feeding Hills Road, the work to begin at Sherman's Mill Bridge and extend easterly for a distance of a mile, more or less, to Town line of Agawam, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized in writing by vote of the City Council of Westfield, hereto attached, that common convenience and necessity require that the highway leading from Westfield to Agawam and known as Feeding Hills Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Sherman's Mill Bridge and extend easterly for a distance of a mile, more or less, to Town line of Agawam.

WHEREAS acting on similar petition, dated the second day of November 1931, your Honorable Board ordered specific repairs on sections of said road, in accordance with specifications set forth in agreements of the Department of Public Works, Division of Highways; said repairs having in the main been completed.

NOW, THEREFORE, your petitioners pray that your Honorable Board, after notice, view and hearing, may make such relocation and alterations and may determine and specify additional specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this second day of June 1933.

Raymond H. Cowing
Mayor of the City of Westfield.

VOTE OF CITY COUNCIL

June 2, 1933.

Oren E. Parks,
Supt. of Public Works Dept.,
Westfield, Mass.

Dear Mr. Parks:-

The following votes were passed unanimously at a meeting of the City Council June 1, 1933 and approved by the Mayor June 2, 1933:

June meeting 1933

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for improvement work on the Feeding Hills Road, and to sign on behalf of the City a contract with the State covering any construction work connected with the same.

VOTED: That \$4,000.00 be appropriated from the 1933 Tax Levy for improvement work on the Feeding Hills Road to be expended with appropriations for same by both the State and County.

Attest:

J. Chambers Dewey
J. Chambers Dewey
City Clerk

(Seal)

The foregoing petition was entered on the 5th day of June 1933, and due proceedings having been had thereon, on the 30th day of August 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 30, 1933

On the petition of the Mayor of the City of Westfield for relocation, alterations and specific repairs on Feeding Hills Road, the work to begin at Sherman's Mill Bridge and extend easterly for a distance of a mile, more or less, to Town line of Agawam, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Westfield leading from Feeding Hills, and being known as Feeding Hills Road, to grade, surface with bituminous macadam and otherwise improve about 4,300 feet; the work to begin at the Agawam line, station 0, and extend in a westerly direction to station 43; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

Thos. J. Costello)
Chas. W. Bray)County
Maurice G. Donahue)Commissioners
of the County
of Hampden.

June meeting 1933

Westfield, Mayor of the City of, Petr. for specific repairs on Loomis Street, the work to begin at a point a little northerly of Nigger Hill Rd, so-called, and extending southerly a distance of about 4300 feet to the Southwick-Westfield Town Line, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that a section of Loomis Street, so-called, be specifically repaired by grading, resurfacing or hardening or otherwise improved as may be necessary, the work to begin at a point a little northerly of the Nigger Hill Road, so-called, and extending southerly a distance of about 4300 feet to the Southwick-Westfield Town line.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this second day of June 1933.

Raymond H. Cowing
Mayor of the City of Westfield.

VOTE OF CITY COUNCIL

June 2, 1933.

Oren E. Parks,
Supt. of Public Works Dept.,
Westfield, Mass.

Dear Mr. Parks:-

The following votes were passed unanimously at a meeting of the City Council June 1, 1933 and approved by the Mayor June 2, 1933:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for improvement work on Loomis Street, so-called, in Westfield, and to sign on behalf of the City a contract with the State covering any construction work connected with the same.

VOTED: That \$1,000.00 be appropriated from the 1933 Tax Levy for improvement work on Loomis Street, so-called, in Westfield, to be expended with appropriations for same by both the State and County.

Attest:

(Seal)

J. Chambers Dewey
J. Chambers Dewey
City Clerk

The foregoing petition was entered on the 5th day of June 1933, and due proceedings having been had thereon, on the 30th day of August 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 30, 1933

On the petition of the Mayor of the City of Westfield for specific repairs on Loomis Street, the work to begin at a point a little northerly of Nigger Hill Road, so-called, and extending southerly a distance of about 4300 feet to the Southwick-Westfield Town Line, and for aid.

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It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of July A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Westfield leading to Southwick, and being known as Loomis Street, to grade, surface with bituminous macadam and otherwise improve about 4,300 feet; the work to begin at the end of the section of said road improved in 1932, station 40, and extend in a southerly direction to the Southwick line, station 83; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the City of Westfield a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

Thos. J. Costello)
:County
Chas. W. Bray)Commissioners
:of the County
Maurice G. Donahue)of Hampden.

To The County Commissioners Of The COUNTY OF HAMPDEN.
RESPECTFULLY represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield and known as Chester Hill road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the point left off last year and extend westerly to continue for 2000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 31st day of May 1933.

Thos. F. Haley
Leon J. Kelso
John E. Cooney
Selectmen of Chester

The foregoing petition was entered on the 7th day of June 1933, and due proceedings having been had thereon, on the 2nd day of August 1933, said Commissioners file the following Final Decree, to wit:

Chester, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Chester Hill Road, the work to begin at the point left off last year and extend westerly to continue for 2000 ft more or less, and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden ss: County Commissioners' Meeting August 2, 1933

On the petition of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on Chester Hill Road, the work to begin at the point left off last year and extend westerly to continue for 2000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the 27th day of July, 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Chester leading from Huntington to Middlefield, and being known as Chester Hill Road, to grade, surface with gravel and stone retread and otherwise improve about 5,200 feet, the work to begin at the end of the section of said road improved in 1932, station 224, and extend in a northwesterly direction to station 276; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Chester, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on East River Road, the work to begin at the point left off last year and extend westerly to continue for 2000 feet more or less, and for aid.

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To The COUNTY COMMISSIONERS Of The COUNTY OF HAMPDEN.

RESPECTFULLY represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the highway leading from Huntington to Littleville and known as the East River road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the point left off last year and extend westerly to continue for 2000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 31st day of May 1933.

Thos. F. Haley
Leon J. Kelso
John E. Cooney
Selectmen of Chester

The foregoing petition was entered on the 7th day of June 1933, and due proceedings having been had thereon, on the 2nd day of August 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 2, 1933

On the petition of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on East River Road, the work to begin at the point left off last year and extend westerly to continue for 2000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the 27th day of July, 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Chester leading from Huntington to Worthington, and being known as the East River Road, to grade, surface with gravel and stone retread and otherwise improve about 3,220 feet, the work to begin at the end of the section of said road improved in 1932, station 200+30, and extend in a northerly direction to station 219+50; beginning again at the Huntington line, station 0, and extend in a northerly direction to station 13; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

To The COUNTY COMMISSIONERS of The COUNTY OF HAMPDEN.
RESPECTFULLY represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the highway leading from Chester to Middlefield and known as the Middlefield road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the point left off last year and extend westerly to continue to the Middlefield line.
WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made.

Chester, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Middlefield Road, the work to begin at point left off last year and extend westerly to continue to the Middlefield line, and for aid.

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and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 31st day of May 1933.

Thos. F. Haley

Leon J. Kelso

John E. Cooney

Selectmen of Chester

The foregoing petition was entered on the 7th day of June 1933, and due proceedings having been had thereon, on the 27th day of September 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 27, 1933

On the petition of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on Middlefield Road, the work to begin at point left off last year and extend westerly to continue to the Middlefield line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the 27th day of July, 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Chester leading to Middlefield, and being known as Middlefield Road, to widen, surface with stone retread and otherwise improve about 2,400 feet, the work to begin at the end of the section improved in 1932, station 131, and extend in a northeasterly direction to station 155, at the Middlefield town line; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

June Meeting 1933

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Montgomery, in said County, that common convenience and necessity requires that the highway leading from Westfield to Huntington and known as Main Road be specifically repaired, in two sections, by grading, resurfacing or hardening and otherwise repaired as may be necessary, the first section the work to begin at Point near Residence of Henry Wenzel and extend in an Easterly direction for a distance of 1800 feet more or less; and the second section the work to begin at Point near residence of Francis Danek and extend in a westerly direction for a distance of 1100 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 7th day of June 1933.

Walter D. Allyn

Myron E. Kelso

Andrew J. Hall

Selectmen of the Town of Montgomery.

The foregoing petition was entered on the 9th day of June 1933, and due proceedings having been had thereon, on the 2nd day of August 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 2, 1933

On the petition of the Selectmen of the Town of Montgomery for specific repairs, in two sections, on Main Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Montgomery leading from Huntington to Westfield, and being known as the Main Road, to grade, surface with gravel and otherwise improve about 3,000 feet, the work to begin at the end of the section of said road improved in 1930, station 56, and extend in a northwesterly direction to station 70+50; beginning again at station 132+0, and extending in a northwesterly direction to station 147+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

Montgomery, Selectmen of the Town of, Petrs. for specific repairs, in 2 sections, on Main Rd., the first section the work to begin at point near residence of Henry Wenzel and extend in an easterly direction for a distance of 1800 ft more or less; and the second section the work to begin at point near residence of Francis Danek and extend in a westerly direction for a distance of 1100 feet more or less, and for aid.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Montgomery.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Wales, Selectmen of the Town of, Petrs. for specific repairs on Monson Road, the work to begin at Monson Town Line and extend in an easterly direction for a distance of 6864 ft. more or less and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wales, in said County, that common convenience and necessity require that the highway leading from Monson to Wales and known as Monson Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Monson Town Line and extend in an Easterly direction for a distance of 6864 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Eighth day of June 1933.

Randolph D. Shaw

Dawes S. Perry

Everett A. Gray

Selectmen of the Town of Wales.

The foregoing petition was entered on the 9th day of June 1933, and due proceedings having been had thereon, on the 30th day of August 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 30, 1933

On the petition of the Selectmen of the Town of Wales for specific repairs on Monson Road, the work to begin at Monson Town Line and extend in an easterly direction for a distance of 6864 feet more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road in Wales, to repair, treat with bituminous material and otherwise improve about 7000 feet of road in Wales, leading to Monson, and being known as Monson Road, the work to begin at the Monson line, station 0, and extend in an easterly direction to station 70; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

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These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed TWO HUNDRED FIFTY DOLLARS (\$250.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wales.

Thos. J. Costello)
 Charles W. Bray) County
 Maurice G. Donahue) Commissioners
 of the County
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the town of Brimfield in said County, that common convenience and necessity require that the highway leading from Brimfield to Warren and known as the Warren road, be specifically repaired by grading, re-surfacing and hardening or otherwise repaired as may be necessary, the work to begin at the Brimfield-Warren town line and extend southerly a distance of 3 miles, more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 7th day of June, 1933.

F. B. Haley)
 H. C. Pease) Selectmen
 of
 Brimfield

The foregoing petition was entered on the 12th day of June 1933, and due proceedings having been had thereon, on the 20th day of September 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 20, 1933

On the petition of the Selectmen of the Town of Brimfield for specific repairs on Warren Road, the work to begin at the Brimfield-Warren town line and extend southerly a distance of 3 miles more or less, and for aid; and for specific repairs on Holland Road, the work to begin at the Brimfield-Holland town line and extend northerly a distance of 3.50 miles, more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 51 and No. 52, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of July, A. D. 1933, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on Warren Road, the work to begin at the Brimfield-Warren town line and extend southerly a distance of 3 miles more or less, and for aid.

Brimfield, to repair, treat with bituminous material and otherwise improve about 27,296.4 feet of roads in Brimfield, leading to Warren and Holland, and being known as Warren and Holland Roads, the work to begin at station 0, at the Warren line, and extend in a southerly direction to station 160+50 on Warren Road; and to begin at station 0, at the Holland line, and extend in a southeasterly direction to station 112+46.4 on Holland Road; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Brimfield.

Thos. J. Costello)
 Charles W. Bray)County
 Maurice G. Donahue)Commissioners
 of the County
 of Hampden.

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on Holland Road, the work to begin at the Brimfield-Holland town line and extend northerly a distance of 2.50 miles, more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the town of Brimfield, said County, that common convenience and necessity require that the highway leading from Brimfield to Holland and known as the Holland road be specifically repaired by grading, re-surfacing and hardening or otherwise repaired as may be necessary, the work to begin at the Brimfield-Holland town line and extend northerly a distance of 2.50 miles, more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 7th day of June, 1933.

F. B. Haley)
 H. C. Pease)Selectmen
 of
 Brimfield

The foregoing petition was entered on the 12th day of June 1933, and due proceedings having been had thereon, on the 20th day of September 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 20, 1933

On the petitions of the Selectmen of the Town of Brimfield for specific repairs on Warren Road, the work to begin at the Brimfield-Warren town line and extend southerly a distance of 3 miles more or less, and for aid; and for specific repairs on Holland Road, the work to begin at the Brimfield-Holland town line and extend northerly a distance of 2.50 miles, more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 51 and No. 52, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of July, A. D. 1933, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Brimfield, to repair, treat with bituminous material and otherwise improve about 27,296.4 feet of roads in Brimfield, leading to Warren and Holland, and being known as Warren and Holland Roads, the work to begin at station 0, at the Warren line, and extend in a southerly direction to station 160+50 on Warren Road; and to begin at station 0, at the Holland line, and extend in a southeasterly direction to station 112+46.4 on Holland Road; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Brimfield.

Thos. J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

To the County Commissioners of the County of Hampden.

Respectfully represent the undersigned, Selectmen of the Town of Granville, in said County, that common convenience and necessity require that the highway leading from Conn. State Line to Granville Corners, and known as Granby Road be specifically relocated, that alterations be made in its course and width and that said road be specifically repaired by constructing, grading, resurfacing, hardening, and otherwise repaired as may be necessary, the work to begin Mr. Hermen G. Patt barn and extend north to Granville Library a distance of 6600 ft more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this 7th day of June 1933.

David F. Kenney
Porter T. Frisbie
Chas. E. Barnes

Selectmen of the Town of Granville

Granville, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Granby Rd. the work to begin at Hermen G. Patt barn and extend north to Granville Library a distance of 6600 ft. more or less, and for aid.

The foregoing petition was entered on the 12th day of June 1933, and due proceedings having been had thereon, on the 27th day of September 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 27, 1933

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on Granby Road, the work to begin at Hermen G. Patt barn and extend north to Granville Library a distance of 6600 ft more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Granby Road in Granville, as follows: the sub-base where required shall consist of gravel; the surface course shall consist of bituminous macadam - the course shall be three inches thick and shall be laid directly on the sub-base. The bituminous material shall consist of asphalt, and the first application shall be at the rate of two and one quarter (2-1/4) gallons per square yard of surface. This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case. The work is to begin at about station 20+00 at the northerly end of the 1932 construction on Granby Road and extending thence on said Granby Road in a general northerly direction for a distance of about 6000 feet to about station 80+00.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

Thos. J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Wilbraham, Selectmen of the Town of, Petrs. for specific repairs on new construction on Red Bridge Road beginning at station #30 and running westerly about 2400 feet to the Chicopee River, and for aid.

To the County Commissioners of the County of Hampden; June 9, 1933.

Respectfully represent the Undersigned Selectmen of the Town of Wilbraham, in said County, that common convenience and necessity require that specific repairs and new construction be made upon the highway in said Town of Wilbraham running from the Palmer line to the Ludlow line, known as Red Bridge Road, beginning at station #30 and running Westerly about 2400 feet to the Chicopee River.

Wherefore your petitioners pray that your Honorable Board will, after due notice, view and hearing, proceed to order specific repairs

and new construction on said highway and that said County contribute a sum of money towards the expense of said repairs and construction.

Dated this ninth day of June, 1933.

George E. Murphy, Jr.	Selectmen
William H. McGuire	of
Fred W. Green	Wilbraham

The foregoing petition was entered on the 12th day of June 1933, and due proceedings having been had thereon, on the 6th day of September 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 6, 1933

On the petition of the Selectmen of the Town of Wilbraham for specific repairs and new construction on Red Bridge Road beginning at station #30 and running westerly about 2400 feet to the Chicopee River, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Wilbraham leading from Ludlow to Three Rivers, and being known as the Red Bridge Road, to grade, surface with bituminous macadam and otherwise improve about 2,312 feet; the work to begin at the end of the section of said road improved in 1932, station 30, and extend in a westerly direction to station 53+12; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed TWO THOUSAND FOUR HUNDRED DOLLARS (\$2,400.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wilbraham.

Thos. J. Costello) County Commissioners of the County of Hampden.
Chas. W. Bray	
Maurice G. Donahue	

To the County Commissioners of the County of Hampden.

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the highway leading from Southwick to Suffield, Connecticut, and known as the South Longyard Road, be relocated; that alterations be made in its course and width; and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the point where

Southwick, Selectmen of
Peters. for relocation,
alterations and speci-
fic repairs on South-
Longyard Road, the work
to begin at point where
the last work termi-
nates and extend to-
ward Suffield, Conn.,
for a distance of
one-half mile more or
less, and for aid.

the last work terminates and extend toward said Suffield, Connecticut, for a distance of one-half mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alteration and may determine and specify such specific repairs and order them to be made, and that the County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this twentieth day of June A. D. 1933.

A. F. Johnson }
Philip K. Hall } Selectmen
Enfred Anderson } of
Southwick

The foregoing petition was entered on the 23rd day of June 1933, and due proceedings having been had thereon, on the 6th day of September 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 6, 1933

On the petition of the Selectmen of the Town of Southwick for relocation, alterations and specific repairs on South Longyard Road, the work to begin at point where the last work terminates and extend toward Suffield, Conn., for a distance of one-half mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Southwick leading to Suffield, and being known as the South Longyard Road, to grade, surface with bituminous macadam and otherwise improve about 2,000 feet, the work to begin at the end of the section of said road improved in 1932, station 42, and extend in an easterly direction to station 62; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Southwick.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

June Meeting 1933

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Springfield, in said County, that common convenience and necessity require that the highway leading from Wilbraham Road to Cooley Street, and known as PARKER STREET, be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Wilbraham Road and to extend southerly a distance of 4100 feet, more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations, and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this 26th day of June 1933.

Dwight R. Winter
MAYOR

John B. McCormick
James F. Egan
John A. Fitzgerald
Henry Martens

William A. Hurley
Timothy F. Dumphy
Walter J. Kenefick
A. H. Riordan

Board of Aldermen, of the
City of Springfield.

The foregoing petition was entered on the 27th day of June 1933, and due proceedings having been had thereon, on the 18th day of August 1933, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 16, 1933

On the petition of the Mayor and Board of Aldermen of the City of Springfield, for relocation, alterations and specific repairs on Parker Street, the work to begin at Wilbraham Road and to extend southerly a distance of 4100 feet, more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-sixth day of July, A. D. 1933, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

Limits of Layout: Southerly line of Wilbraham Road and Station 109+50 of Base Line as shown on plans filed with the County Commissioners entitled "Springfield, Mass., Department of Streets and Engineering. PROPOSED RELOCATION OF PARKER STREET, Wilbraham Road southerly, Scale 1" = 40', June 1933".

Springfield, Mayor and Board of Aldermen of the City of, Petrs. for relocation, alterations and specific repairs on Parker Street, the work to begin at Wilbraham Road and to extend southerly a distance of 4100 feet, more or less, and for aid.

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Plans in Book 10,
Pages 33, 34, 35, 36
and 37.

Description of Layout, sidelines:

Easterly Line

Beginning at the intersection of the southerly line of Wilbraham Road and the present easterly line of Parker Street; thence South $11^{\circ} 29' 15''$ East, a distance of 353.15 feet; thence South $35^{\circ} 34' 50''$ West, a distance of 63.85 feet; thence South $17^{\circ} 25' 10''$ West a distance of 251.91 feet; thence South $15^{\circ} 27' 55''$ West, a distance of 526.65 feet; thence southerly by a curve to the left of 1085.11 feet radius, a distance of 180.71 feet to a point opposite Station 109+50.

Westerly Line

Beginning at a point in the southerly line of Wilbraham Road, located northwesterly of the intersection of the southerly line of Wilbraham Road and the former westerly line of Parker Street, a distance of 23.20 feet; thence southeasterly by a curve to the right of 50 feet radius, a distance of 43.44 feet; thence South $11^{\circ} 29' 15''$ East, a distance of 96.38 feet; thence southeasterly and southerly by a curve to the right of 859.254 feet radius, a distance of 433.51 feet; thence South $17^{\circ} 25' 10''$ West, a distance of 115.23 feet; thence South $15^{\circ} 27' 55''$ West, a distance of 527.49 feet; thence southerly by a curve to the left of 1134.61 feet radius, a distance of 188.95 feet to a point opposite Station 109+50.

Within the above described side lines and between the southerly line of Wilbraham Road and the southerly limits of the above described side lines, an easement be and hereby is taken for the purpose of a public highway.

Limits of Specific Repairs:

Northerly line of Wilbraham Road at Station 94+94.79 and Station 136.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the City of Springfield in said County.

Parcel No. 1 - Supposed to be owned by Alice Brown Marsh. Beginning at a point in the southerly line of Wilbraham Road, located northwesterly of the intersection of the southerly line of Wilbraham Road and the former westerly line of Parker Street, a distance of 23.20 feet; thence Southeasterly by the relocated westerly line of Parker Street on a curve to the right of 50 feet radius, a distance of 43.44 feet to the former westerly line of Parker Street; thence North $11^{\circ} 29' 15''$ West, on the former westerly line of Parker Street, a distance of 23.20 feet to the southerly line of Wilbraham Road; thence northwesterly by the southerly line of Wilbraham Road, a distance of 23.20 feet to the point of beginning. Containing 64 square feet.

Parcel No. 2.- Supposed to be owned by Alice Brown Marsh. Beginning at a point in the westerly line of Parker Street located southeasterly from the intersection of the southerly line of Wilbraham Road and the former westerly line of Parker Street, a distance of 119.58 feet; thence southerly by the relocated westerly line of Parker Street on a curve

to the right of 859.254 feet radius, a distance of 362.08 feet to land of Porter W. and Mable M. Hemenway; thence southeasterly by said Hemenway's land, a distance of 2.96 feet to the former westerly line of Parker Street; thence North 17° 25' 10" East, on the former westerly line of Parker Street, a distance of 58.72 feet; thence North 0° 12' 30" East, on the former westerly line of Parker Street, a distance of 218.04 feet; thence North 11° 29' 15" West, on the former westerly line of Parker Street, a distance of 88.006 feet to the point of beginning. Containing 1034 square feet.

Parcel No. 3 - Supposed to be owned by Porter W. and Mable M. Hemenway. Beginning at the intersection of the relocated westerly line of Parker Street and the division line of properties of Alice Brown Marsh and of Porter W. and Mable M. Hemenway; thence southerly by the relocated westerly line of Parker Street on a curve to the right of 859.254 feet radius, a distance of 71.43 feet to the former westerly line of Parker Street; thence North 17° 25' 10" East by the former westerly line of Parker Street, a distance of 71.315 feet to the intersection of the above described division line of properties and said former westerly line of Parker Street; thence Northwesterly by land of Marsh a distance of 2.96 feet. Containing 71 square feet.

Parcel No. 4 - Supposed to be owned by John and Mary Ryan. Beginning at the southerly point of the relocated easterly line of Parker Street, opposite on a radial line from Station 109+50 of the Base Line of Parker Street; thence westerly on said radial line a distance of about six feet; thence northerly by Parker Street as formerly laid out or as used, a distance of about 100 feet to the location of an elm tree in the year 1864; thence southeasterly by the shore of the pond, a distance of about 12 feet to the relocated easterly line of Parker Street; thence southerly by the relocated easterly line of Parker Street about 95 feet to the point of beginning. Containing about 1060 sq. ft.

And the owners of the land over which said highway is thus laid out are allowed until the first day of October next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

Alice Brown Marsh	\$ 1.00
Alice Brown Marsh	1.00
Porter W. and Mable M. Hemenway	1.00
John and Mary Ryan.	1.00

The work is to consist of gravelling the sub-base where required; the base course shall consist of broken stone and shall have a maximum thickness of four and one-half (4-1/2) inches after rolling; the surface course shall consist of bituminous macadam and shall be two and one-half (2-1/2) inches thick after rolling. The bituminous material shall consist of asphalt. The present bridge at about

station 106+47.67 shall be extended with concrete masonry according to plans signed by C. W. Phillips, Supt. Dept. Streets and Engineering, City of Springfield, and dated July 1933. The said work is to begin at about station 94+94.79 said station being on Parker Street at the intersection with Wilbraham Road and extending thence southerly on said Parker Street for a distance of about 4155 feet to station 136+00.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the City of Springfield a sum not to exceed TEN THOUSAND DOLLARS (\$10,000.00) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the City of Springfield.

Charles W. Bray	)County
Maurice G. Donahue	)Commissioners
Hormisdas Boucher	)of the County
	)of Hampden.
	)Assoc. Commissioner

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

August 18, 1933

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Tolland, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Granville & New Boston Road, the work to begin at the Granville line and extend in a westerly direction to Tolland Center, a distance of 2 and 2/10 miles more or less and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Tolland, in said County, that common convenience and necessity, require that the highway leading from The Granville line to The New Boston Line and known as The Granville & New Boston Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at The Granville line and extend in a westerly direction to Tolland Center a distance of 2 miles & 2/10 more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations, and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 23rd day of June 1933.

John R. Rogers
Harry H. Marshall
Franklin E. Waugh

Selectmen of the Town of Tolland.

The foregoing petition was entered on the 29th day of June 1933, and due proceedings having been had thereon, on the 9th day of August 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 9, 1933

On the petition of the Selectmen of the Town of Tolland for relocation, alterations and specific repairs on Granville and New Boston Road, the work to begin at the Granville line and extend in a westerly direction to Tolland Center, a distance of 2 and 2/10 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road in Tolland, to widen, surface with gravel and otherwise improve about 11,635 feet of road in Tolland, leading from Granville to Tolland and being known as West Granville Road, the work to begin at the Granville-Tolland town line, station 6+65, and extend in a westerly direction to station 123; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Tolland.

Thos. J. Costello)
 :County
 Charles W. Bray)Commissioners
 :of the County
 Maurice G. Donahue)of Hampden.

June 28, 1933	Ordered, County Treasurer authorized and directed to pay \$509.52 to Town of Southwick on acct. of County's proportion of cost of work done on South Longyard Road. Case No. 44-1932.	Orders
July 5, 1933	Ordered, County Treasurer authorized and directed to pay \$358.73 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road (also known as Mashapaug Road). Case No. 63-1932.	
	Order to arrest Eugene McSweeney of Springfield, holder of permit to be at liberty.	Order to Arrest.
	Released from Hampden County Training School on parole.-HENRY GEOFFREY.	Released from Training School on parole.
July 19, 1933	Ordered, County Treasurer authorized and directed to pay to Treasurer of the Commonwealth \$764.82 in accordance with provisions of Sec. 50 Ch. 35 G. L. inserted by Ch. 400 Acts 1930, which is for expenses of County Personnel Board for year 1932.	Order

June Meeting 1933

Order

July 12, 1933

Ordered, County Treasurer authorized and directed to pay \$1,835.26 to Town of Southwick on acct. of County's proportion of cost of work done on South Longyard Road. Case No. 44 - 1932.

July 19, 1933

Apportionment of County Tax for the year 1933.

County of Hampden Tax Assessment

for the year 1933

upon the following Cities and Towns

Agawam	14,273.66
Blandford	1,146.98
Brimfield	1,772.06
Chester	2,397.14
CHICOPEE	68,968.16
East Longmeadow	6,043.44
Granville	2,709.68
Hampden	1,042.32
Holland	312.54
HOLYOKE	155,958.46
Longmeadow	16,878.16
Ludlow	13,231.86
Monson	5,730.90
Montgomery	416.72
Palmer	16,357.26
Russell	6,564.34
Southwick	2,918.04
SPRINGFIELD	435,056.68
Tolland	520.90
Wales	625.08
West Springfield	42,402.26
WESTFIELD	31,984.26
Wilbraham	4,689.10

Total

832,000.00

Warrants issued July 19, 1933

To be paid on or before November 1, 1933

Order

July 26, 1933

Ordered that the sum of \$477.31 which is balance of County's proportion of cost of work done on Mashapaug Road be paid from County Treasury to Town of Holland. Case No. 63-1932.

Order to Arrest

Order to arrest James J. Moran of Springfield, holder of permit to be at liberty.

Orders

August 16, 1933

Order, County Treasurer authorized and directed to pay to STEVAN VAIL alias and MARY VAIL, the sum of Five Hundred Dollars (\$500.00) in return for forfeited bail.

Ordered, County Treasurer authorized and directed to pay \$1600. to Town of Chester on acct. of County's proportion of cost of work done on Chester Hill Road.

Ordered, County Treasurer authorized and directed to pay \$1600. to Town of Chester on acct. of County's proportion of cost of work done on East River Road.

Ordered, County Treasurer authorized and directed to pay \$750.00 to Town of Montgomery on acct. of County's proportion of cost of work done on Main Road.

Ordered, County Treasurer authorized and directed to pay \$2,454.54 to Town of Tolland on acct. of County's proportion of cost of work done on West Granville Road.

June Meeting 1933

August 23, 1933

Ordered, County Treasurer authorized and directed to pay \$627.77 to Town of Brimfield on acct. of County's proportion of cost of work done on Warren Road.

Orders

Ordered, County Treasurer authorized and directed to pay \$360.00 to the Town of Chester on acct. of County's proportion of cost of work done on Chester Hill Road.

Ordered, County Treasurer authorized and directed to pay \$360.00 to the Town of Chester on acct. of County's proportion of cost of work done on East River Road.

Ordered, County Treasurer authorized and directed to pay \$277.78 to Town of Montgomery on acct. of County's proportion of cost of work done on Main Road.

Ordered, County Treasurer authorized and directed to pay \$1231.72 to the City of Springfield on acct. of County's proportion of cost of work done on Parker Street.

Ordered, County Treasurer authorized and directed to pay \$1,117.87 to Town of West Springfield on acct. of County's proportion of cost of work done on Westfield Road.

August 30, 1933

Voted, to award County of Hampden tax notes numbered 483 to 494 inclusive, dated August 31, 1933, due November 8, 1933, aggregating \$200,000. to Springfield National Bank of Springfield, Mass., at .73% discount.

Voted to Award Notes

September 6, 1933

Released from Hampden County Training School on parole, RAYMOND BEAULIEU.

Released from Training School on parole.

Ordered, that the sum of \$367.48 which is balance of County's proportion of cost of work done on Warren Road be paid from County Treasury to Town of Brimfield.

Orders

Ordered, that the sum of \$2,933.10 which is balance of County's proportion of cost of work done on Main Road be paid from County Treasury to Town of Granville. Case No. 61-1932.

Ordered, County Treasurer authorized and directed to pay \$1,111.37 to City of Springfield on acct. of County's proportion of cost of work done on Parker Street.

Ordered, County Treasurer authorized and directed to pay \$413.98 to Town of West Springfield on acct. of County's proportion of cost of work done on Westfield Road.

Order to arrest Edward Bascom of Springfield, holder of permit to be at liberty.

Order to Arrest

Order to arrest Charles McFarland alias McFarlane of Springfield, holder of permit to be at liberty.

Order to Arrest

June Meeting 1933

Orders

September 13, 1933

Ordered, that the sum of \$1,558.20 which is balance of County's proportion of cost of work done on Red Bridge Road be paid from County Treasury to Town of Wilbraham. Case No. 77-1932.

Ordered, that the sum of \$2,199.21 be paid from County Treasury to the Town of Hampden for work done on Somers Road.

Order to Transfer

September 20, 1933

Order to Transfer.

Order to Arrest

September 27, 1933

Order to arrest Louis DeCaro of Springfield, holder of permit to be at liberty.

Re-appointment of
Helen Z. Greeley

Approval of re-appointment of Helen Z. Greeley as third assistant clerk of courts for the County of Hampden.

Damages Done
By Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

September 27, 1933

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Clerk.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the first Tuesday of October, being the third day of said month, and from time to time to the twentieth day of December, in the year of our LORD One Thousand Nine Hundred and Thirty-Three.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

The following Case was dismissed without prejudice:

No. 63: Elizabeth F. Garvey, Petitioner for discontinuance of two roads in the Town of Longmeadow with no names described as follows: that portion of an old road located near Williams St. running northeasterly, approx. between westerly and easterly ends of land owned by the petitioner, also portion of a road running from Williams St. southeasterly to the southerly boundary of land owned by petitioner; both indicated on map.

Case Dismissed
Without Prejudice

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to Springfield and known as Allen St. also known as Springfield Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 20 and extend in a northerly direction for a distance of 3000 ft. more or less.

Hampden, Selectmen of, Petrs. for re-location, alterations and specific repairs on Allen St. also known as Springfield Road, the work to begin at station 20 and extend in a northerly direction for a distance of 3000 ft. more or less, and for aid.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 28th day of February 1933.

Neil S. Kibbe	} Selectmen of Hampden
Nelson M. Carew	
Walter E. Temple	

The foregoing petition was entered on the 3rd day of March 1933, and due proceedings having been had thereon, on the 25th day of October 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 25, 1933

On the petition of the Selectmen of the Town of Hampden for relocation, alterations and specific repairs on Allen Street also known as Springfield Road, the work to begin at station 20 and extend in a northerly direction for a distance of 3000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Hampden, leading to Springfield, and being known as Springfield or Allen Street, to grade, surface with bituminous macadam and otherwise improve about 3000 feet; the work to begin at the end of the section improved in 1932, station 20, and extend northwesterly to station 50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Hampden.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

East Longmeadow,
Selectmen of the Town
of, Petrs. for speci-
fic repairs on high-
way leading from East
Longmeadow Center to
Spfld line and known
as Pleasant St. and
Porter Rd. beginning
at end of hardened
surface on Pleasant
St. extending east-
erly on to Porter Rd.
for 5000 feet more
or less, and for
aid.

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To the County Commissioners of the County of Hampden.

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said county, that common convenience and necessity requires--that the highway leading from East Longmeadow Centre to the Springfield line and known as Pleasant Street and Porter Road, be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the hardened surface on Pleasant Street and extend easterly on to Porter Road for a distance of 5000 feet, more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this second day of May 1933.

John L. Malmstrom

J. Raymond Ford

Sanford P. Nooney

Board of Selectmen
Town of East Longmeadow

The foregoing petition was entered on the 5th day of May 1933, and due proceedings having been had thereon, on the 18th day of October 1933, said Commissioners file the following Final Decree, to wit:

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COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 18, 1933

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on highway leading from East Longmeadow Center to Springfield line and known as Pleasant Street and Porter Road, beginning at end of hardened surface on Pleasant Street extending easterly on to Porter Road for 5000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in East Longmeadow, leading to Wilbraham, and being known as Pleasant Street and Wilbraham Road, (also known as Porter Road) to grade, surface with gravel and tar mixed in place and otherwise improve about 4400 feet; the work to begin at the junction of Pleasant Street and Calendar Avenue, station 37, and extend easterly for a distance of 3700 feet to station 0 on Pleasant Street; and on Wilbraham Road, (Porter Road) the work to begin at station 0, the end of the section improved in 1925, and extend for 700 feet to station 7; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Palmer, in said County, that common convenience and necessity require that the highway leading from High St. Thorndike to Ware State Highway and known as Forest Lake Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at High St. Thorndike and extend to Ware State Highway for a distance of 2.4 miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Palmer, Selectmen of the Town of, Petrs. for specific repairs on Forest Lake Road, the work to begin at High St. Thorndike and extend to Ware State Highway, a distance of 2.4 miles more or less, and for aid.

Dated this third day of May 1933.

Ludwik Marhelewicz

David B. Smith

William B. Kerigan

Selectmen of the Town of Palmer.

The foregoing petition was entered on the 12th day of May 1933, and due proceedings having been had thereon, on the 25th day of October 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 25, 1933

On the petitions of the Selectmen of the Town of Palmer for specific repairs on Forest Lake Road, the work to begin at High Street, Thorndike and extend to Ware State Highway, a distance of 2.4 miles more or less, and for aid; for specific repairs on Three Rivers-Belchertown Road, the work to begin at B & A R R Crossing and extend to Belchertown Line for a distance of 1/2 mile more or less, and for aid; for specific repairs on Three Rivers-Ludlow Road, the work to begin at Anderson Avenue, Three Rivers, and extend to Wilbraham Town Line for a distance of 1.4 miles more or less, and for aid.

This decree covers the above three petitions and is filed in each case. The petitions are No. 28, No. 29 and No. 30, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of July A. D. 1933, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Palmer, leading to adjoining towns, and being known as Forest Lake, Three Rivers and Red Bridge (also known as Three Rivers-Ludlow) Roads, to repair, treat with bituminous material and otherwise improve about 22,651 feet, the work to be done as follows:

Forest Lake Road - 12,883 feet; Three Rivers Road - 2,376 feet; and Red Bridge Road - 7,392 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The following is additional description of work done on said roads:

Forest Lake Road.

Brush to be cut the entire length of the road from the Ware Road to Church Street, Thorndike (2.5 miles); all drainage is to be cleaned; surface treatment, 20' wide, Section A from State Road to Gasoline Station, a distance of about 1500 feet is to be resurfaced; about 3000 feet of shoulder patching is to be done.

Belchertown Road.

Brush to be cut the entire length of the road from the Belchertown town line to the A & A R. R. crossing in Three Rivers, a distance of 0.45 mile; two (2) catch basins are to be rebuilt and other drainage to be

cleaned out; the old wooden guard rail is to be replaced with new cement posts; the Palmer-Belchertown town sign is to be painted; about 300 lineal feet of distorted road is to be roller patched; shoulder is to be filled with gravel and hardened, a distance of about 800 feet; five large boulders are to be removed from the road.

Red Bridge Road. (Three Rivers-Ludlow Road)

Brush to be cut the entire length of the road, from Anderson Avenue, Three Rivers to the Wilbraham town line (1.4 miles); all drainage is to be cleaned; shoulders are to be scraped the entire length of the road; the guard rail is to be painted; about 400 feet of gutter is to be excavated, filled with gravel and hardened; the entire length of the road is to be resurfaced with a tar retread mixture.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Palmer.

Thos. J. Costello)
 :County
 Charles W. Bray :Commissioners
 :of the County
 Maurice G. Donahue)of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Palmer, in said County, that common convenience and necessity require that the highway leading from B & A R. R. Crossing to Belchertown Line and known as Three Rivers-Belchertown Rd. be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at B & A R. R. Crossing and extend to Belchertown Line for a distance of 1/2 mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Third day of May 1933.

Ludwik Marhelewicz

David B. Smith

William B. Kerigan

Selectmen of the Town of Palmer.

The foregoing petition was entered on the 12th day of May 1933, and due proceedings having been had thereon, on the 25th day of October 1933, said Commissioners file the following Final Decree, to wit:

Palmer, Selectmen of the Town of, Petrs. for specific repairs on Three Rivers-Belchertown Rd. the work to begin at B & A R R Crossing and extend to Belchertown Line for a distance of 1/2 mile more or less, and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss; County Commissioners' Meeting October 25, 1933

On the petitions of the Selectmen of the Town of Palmer for specific repairs on Forest Lake Road, the work to begin at High Street, Thornsike and extend to Ware State Highway, a distance of 2.4 miles more or less, and for aid; for specific repairs on Three Rivers-Belchertown Road, the work to begin at B & A R R Crossing and extend to Belchertown Line for a distance of 1/2 mile more or less, and for aid; for specific repairs on Three Rivers-Ludlow Road, the work to begin at Anderson Avenue, Three Rivers, and extend to Wilbraham Town Line for a distance of 1.4 miles more or less, and for aid.

This decree covers the above three petitions and is filed in each case. The petitions are No. 28, No. 29 and No. 30, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of July A. D. 1933, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on roads in Palmer, leading to adjoining towns, and being known as Forest Lake, Three Rivers and Red Bridge (also known as Three Rivers-Ludlow) Roads, to repair, treat with bituminous material and otherwise improve about 22,651 feet, the work to be done as follows:

Forest Lake Road - 12,883 feet; Three Rivers Road - 2,376 feet; and Red Bridge Road - 7,392 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The following is additional description of work done on said roads:

Forest Lake Road.

Brush to be cut the entire length of the road from the Ware Road to Church Street, Thorndike (2.5 miles); all drainage is to be cleaned; surface treatment, 20' wide, Section A from State Road to Gasoline Station, a distance of about 1500 feet is to be resurfaced; about 3000 feet of shoulder patching is to be done.

Belchertown Road.

Brush to be cut the entire length of the road from the Belchertown town line to the B & A R. R. crossing in Three Rivers, a distance of 0.45 mile; two (2) catch basins are to be rebuilt and other drainage to be cleaned out; the old wooden guard rail is to be replaced with new cement posts; the Palmer-Belchertown town sign is to be painted; about 300 lineal feet of distorted road is to be roller patched; shoulder is to be filled with gravel and hardened, a distance of about 800 feet; five large boulders are to be removed from the road.

Red Bridge Road. (Three Rivers-Ludlow Road)

Brush to be cut the entire length of the road, from Anderson Avenue, Three Rivers to the Wilbraham town line (1.4 miles); all drainage is to be cleaned; shoulders are to be scraped the entire length of the

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road; the guard rail is to be painted; about 400 feet of gutter is to be excavated, filled with gravel and hardened; the entire length of the road is to be resurfaced with a tar retread mixture.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Palmer.

Thos. J. Costello)
 :County
 Charles W. Bray :Commissioners
 :of the County
 Maurice G. Donahue)of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Palmer, in said County, that common convenience and necessity require that the highway leading from Anderson Ave-Three Rivers to Wilbraham Town Line and known as Three Rivers-Ludlow Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Anderson Ave. Three Rivers and extend to Wilbraham Town Line for a distance of 1.4 miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Third day of May 1933.

Ludwik Marhelewicz

David B. Smith

William B. Kerigan

Selectmen of the Town of Palmer.

The foregoing petition was entered on the 12th day of May 1933, and due proceedings having been had thereon, on the 25th day of October 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 25, 1933

On the petitions of the Selectmen of the Town of Palmer for specific repairs on Forest Lake Road, the work to begin at High Street, Thorndike and extend to Ware State Highway, a distance of 2.4 miles more or less, and for aid; for specific repairs on Three Rivers-Belchertown Road, the work to begin at B & A R R Crossing and extend to Belchertown Line for a distance of 1/2 mile more or less, and for aid; for specific repairs on Three Rivers-Ludlow Road, the work to begin at Anderson Avenue, Three Rivers, and extend to Wilbraham Town Line for a distance of 1.4 miles more or less, and for aid.

Palmer, Selectman of the Town of, Petrs. for specific repairs on Three Rivers-Ludlow Road, the work to begin at Anderson Avenue, Three Rivers, and extend to Wilbraham Town Line for a distance of 1.4 miles more or less, and for aid.

This decree covers the above three petitions and is filed in each case. The petitions are No. 28, No. 29 and No. 30, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of July A. D. 1933, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Palmer, leading to adjoining towns, and being known as Forest Lake, Three Rivers and Red Bridge (also known as Three Rivers-Ludlow) Roads, to repair, treat with bituminous material and otherwise improve about 22,651 feet, the work to be done as follows:

Forest Lake Road - 12,883 feet; Three Rivers Road - 2,376 feet; and Red Bridge Road - 7,392 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The following is additional description of work done on said roads:
Forest Lake Road.

Brush to be cut the entire length of the road from the Ware Road to Church Street, Thorndike (2.5 miles); all drainage is to be cleaned; surface treatment, 20' wide, Section A from State Road to Gasoline Station, a distance of about 1500 feet is to be resurfaced; about 3000 feet of shoulder patching is to be done.

Belchertown Road.

Brush to be cut the entire length of the road from the Belchertown town line to the B & A R. R. crossing in Three Rivers, a distance of 0.45 mile; two (2) catch basins are to be rebuilt and other drainage to be cleaned out; the old wooden guard rail is to be replaced with new cement posts; the Palmer-Belchertown town sign is to be painted; about 300 lineal feet of distorted road is to be roller patched; shoulder is to be filled with gravel and hardened, a distance of about 800 feet; five large boulders are to be removed from the road.

Red Bridge Road. (Three Rivers-Ludlow Road)

Brush to be cut the entire length of the road, from Anderson Avenue, Three Rivers to the Wilbraham town line (1.4 miles); all drainage is to be cleaned; shoulders are to be scraped the entire length of the road; the guard rail is to be painted; about 400 feet of gutter is to be excavated, filled with gravel and hardened; the entire length of the road is to be resurfaced with a tar retread mixture.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these highways.

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All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Palmer.

Thos. J. Costello)
 Charles W. Bray) County
 Maurice G. Donahue) Commissioners
 of the County
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as Westfield Street, said West Springfield, be repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the State Highway and extending easterly a distance of thirty-five hundred (3500) feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this sixteenth day of May, 1933.

Henry S. Johnston

Frank T. Raleigh

James R. Dearden

Selectmen of West Springfield.

The foregoing petition was entered on the 17th day of May 1933, and due proceedings having been had thereon, on the 25th day of October 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 25, 1933

On the petition of the Selectmen of the Town of West Springfield for specific repairs on Westfield Street, the work to begin at the end of the State Highway and extend easterly a distance of 3500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Westfield Street in West Springfield, as follows: the sub-base where required shall consist of gravel; the base course shall consist of broken stone, and shall have a maximum thickness of four and one half (4-1/2) inches after rolling; the surface course shall consist of bituminous macadam, and shall be two and one-half (2-1/2) inches thick after rolling. The bituminous material shall consist of asphalt. This and all other work required to be done shall be in accordance with the specifications set

West Springfield,
 Selectmen of, Petrs.
 for specific repairs
 on Westfield Street,
 the work to begin
 at the end of the
 State Highway and
 extend easterly a
 distance of 3500
 feet more or less,
 and for aid.

forth in agreement of the Department of Public Works-Division of Highways, on file with this case. The work is to begin at about station 140+81.57 on Westfield Road at the intersection with the King's Highway and extending thence on said Westfield Road in a general southeasterly direction for a distance of about 2958 feet to about station 174+40.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed SIX THOUSAND TWO HUNDRED FIFTY DOLLARS (\$6,250.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of West Springfield.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Agawam, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Suffield Street, the work to begin at Main Street and extend southerly for a distance of 5000 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Agawam, in said county, that common convenience and necessity requires that the highway leading from Main St. to Connecticut Line and known as Suffield St. be relocated, that alterations be made in its course and width, and that said road be specifically repaired as may be necessary, the work to begin at Main Street and extend Southerly for a distance of 5000 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations, and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this Twelfth day of May 1933.

Edwin L. Talmadge

Giles W. Halladay

John L. Bourke

Selectmen of the Town of Agawam.

The foregoing petition was entered on the 23rd day of May 1933, and due proceedings having been had thereon, on the 15th day of November 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 15, 1933

On the petition of the Selectmen of the Town of Agawam for relocation, alterations and specific repairs on Suffield Street, the work to begin at Main Street and extend southerly for a distance of 5000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that

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specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made beginning at about station 0+00 on Suffield Street at the junction with Main Street and extending thence on said Suffield Street in a general southwesterly direction a distance of about 2800 feet to about station 28+00. The sub-base where required shall consist of gravel; the base course shall consist of broken stone, and shall have a maximum thickness of 3-1/2 inches after rolling; the surface course shall consist of bituminous macadam and shall be 2-1/2 inches thick after rolling; the bituminous material shall consist of asphalt. These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Agawam.

Thos. J. Costello)
) County
 Chas. W. Bray) Commissioners
) of the County
 Maurice G. Donahue) of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that the bridge over Powder Mill Brook, so-called, on North Elm Street, be reconstructed and improved.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order said reconstruction and improvement, and that said County contribute to the expense of said construction together with an appropriation from the State and City.

Dated this second day of June 1933.

Raymond H. Cowing
 Mayor of the City of Westfield

CITY VOTE

June 2, 1933.

Oren E. Parks,
 Supt. of Public Works,,
 Westfield, Mass.

Dear Mr. Parks:-

The following votes were passed unanimously at a meeting of the City Council June 1, 1933 and approved by the Mayor on June 2, 1933:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for the improvement or reconstruction of Powder Mill Brook Bridge, so-called, on North Elm Street, and to sign on behalf of the City a contract with the State covering any construction work connected with the same.

Westfield, Mayor of the City of, Petr. for reconstruction and improvement of bridge over Powder Mill Brook, so-called, on North Elm Street, and for aid.

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Plans in Book 10,
 Pages 41 and 42.

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VOTED: That \$2,000.00 be appropriated from the 1933 Tax Levy for the improvement or reconstruction of the Powder Mill Brook Bridge, so-called, to be expended with appropriations for same by both the State and County.

Attest:

(Seal)

J. Chambers Dewey
J. Chambers Dewey
City Clerk

The foregoing petition was entered on the 5th day of June, 1933, and due proceedings having been had thereon, on the 15th day of November, 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 15, 1933

On the petition of the Mayor of the City of Westfield for reconstruction and improvement of bridge over Powder Mill Brook, so-called, on North Elm Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of July, A. D. 1933, view said bridge and roadway and hear all parties and did adjudge that reconstruction of bridge and specific repairs on roadway should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following reconstruction and repairs made, to construct a reinforced concrete slab bridge extension over Powder Mill Brook on a road in Westfield, leading to Southampton, and being known as North Elm Street; the work to begin at Powder Mill Brook, station 3+50, and extend in a northerly direction to station 4+50; at station 3+95 the reinforced concrete slab bridge extension is to be constructed in accordance with plans prepared by the Massachusetts Department of Public Works entitled -

The Commonwealth of Massachusetts
Proposed Bridge Extension
Westfield
Station 3+95.00
Over Powder Mill Brook
Scales as Noted
Office of
Department of Public Works
100 Nashua St. - Boston Mass.
July 1933

G. E. Harkness, Bridge Engineer A.W. Dean, Chief Engineer
Said plans are on file in the Clerk of Courts' Office, Court House, Springfield, Mass.

Where the old surface of the roadway is destroyed gravel shall be spread as directed by the Engineer. Over said gravel, two applications of tar shall be spread; said applications shall be spread at such rate as the Engineer may direct.

These repairs and reconstruction to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing and reconstruction of said roadway and bridge.

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All damages sustained by any person by reason of said repairs and reconstruction, shall be paid by the City of Westfield.

Thos. J. Costello)
 Charles W. Bray) County
 Maurice G. Donahue) Commissioners
 of the County
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wales, in said County, that common convenience and necessity require that the highway leading from Monson to Wales and known as Monson Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 70 and extend in a North Easterly direction for a distance of 2400 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Eighth day of June 1933.

Randolph D. Shaw

Dawes S. Perry

Everett A. Gray

Selectmen of the Town of Wales.

The foregoing petition was entered on the 9th day of June 1933, and due proceedings having been had thereon, the following Relocation Report was filed on November 22, 1933; and Corrected Decree was filed on March 27, 1935, to wit:

RELOCATION REPORT

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 22, 1933

On the petition of the Selectmen of the Town of Wales for relocation, alterations and specific repairs on Monson Road, the work to begin at station 70 and extend in a northeasterly direction for a distance of 2400 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did on the thirteenth day of July, A. D. 1933, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

Wales, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Monson Road, the work to begin at station 70 and extend in a north-easterly direction for a distance of 2400 ft more or less, and for aid.

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Plans in Book 10, Pages 43 and 44.

Substitute Plans in Book 10, Pages 67 and 68.

The layout or relocation is located on the Monson Road, so called, and begins at the easterly end of the location of highway laid out by the County Commissioners September 22, 1932, extending thence in a general northeasterly direction, as hereinafter described, about 2/5 of a mile.

The base line is the base line of a survey made by the engineers of the Massachusetts Department of Public Works in March, 1933, and begins at a point marking the easterly end of the base line of the aforesaid 1932 layout, said point being shown on plan as station 70+00, thence extending north 75° 18' 40" east for a distance of 294.13 feet; thence by a curve to the left of 509.58 feet radius for a distance of 464.84 feet; thence north 23° 02' 45" east for a distance of 415.39 feet; thence by a curve to the right of 1212.11 feet for a distance of 219.40 feet; thence north 33° 25' 00" east for a distance of 29.60 feet; thence by a curve to the left of 1008.03 feet radius for a distance of 278.22 feet; thence north 17° 36' 10" east for a distance of 300.99 feet to a point at the end of the layout shown on plan as station 90+02.57.

The northwesterly location line begins at a point marking the easterly end of the northerly location line of the aforesaid 1932 layout, said point bearing north 13° 11' 57" west and being 39.70 feet distance from the point of beginning of the above-described base line shown on plan as station 70+00 and extends thence north 76° 48' 03" east for a distance of 1.51 feet to a point bearing north 11° 01' 16" west and 39.73 feet distant from the said station 70+00; thence north 79° 41' 02" east for a distance of 99.31 feet to a point bearing north 11° 54' 04" west and 32.11 feet distant from station 71+00; thence north 76° 30' 50" east for a distance of 98.78 feet to a point bearing north 14° 05' 15" west and 30.00 feet distant from station 72+00; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout bearing north 72° 23' 50" west and 30.00 feet distant from the point of ending of the aforesaid base line shown on plan as station 90+02.57.

The southeasterly location line begins at a point marking the easterly end of the southerly location line of the aforesaid 1932 layout, said point bearing south 13° 11' 57" east and being 20.30 feet distant from the point of beginning of the above-described base line shown on plan as station 70+00 and extends thence north 79° 41' 02" east for a distance of 99.46 feet to a point bearing south 11° 54' 04" east and 27.91 feet distant from station 71+00; thence north 76° 30' 50" east for a distance of 101.06 feet to a point bearing south 14° 05' 15" east and 30.00 feet distant from station 72+00; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing south 32° 36' 39" east and 30.00 feet distant from station 74+53.53; thence north 76° 37' 41" east (not tangent to the curve back) for a distance of 123.78 feet to a point on the southerly side of Reed Hill Road, so called, bearing south 43° 59' 42" east and 82.44 feet distant from station 75+54.78; thence crossing said road,

north $13^{\circ} 22' 19''$ west for a distance of 40.00 feet to a point bearing south $30^{\circ} 00' 44''$ east and 50.56 feet distant from station 75+87.40; thence westerly, northwesterly, northerly and northeasterly by a curve of 10.00 feet radius for a distance of 25.61 feet to a point bearing south $30^{\circ} 00' 44''$ east and 31.39 feet distant from the said station 75+87.40; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout, bearing south $72^{\circ} 23' 50''$ east and 30.00 feet distant from the point of ending of the above-described base line shown on plan as station 90+02.57.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Wales in said County. (NOTE: The stations hereinafter mentioned are points on the base line of location of the 1933 County Layout on Monson Road.)

Parcel No. 1. A parcel of land supposed to be owned by EVERETT and ADA BRADLEY, located on the southerly side of Monson Road, so-called, between Stations 70+00 \pm and 72+67 \pm , bounded as follows: Southerly by the southeasterly location line of the 1933 County Layout for about 268 feet; westerly by the easterly end of the 1932 County for about 2 feet; northerly by the front property line, as defined by a wall, for about 266 feet; and northeasterly by the southwesterly boundary of land of Richard and Marie Schallander, as defined by a wire fence, for about 6 feet; containing about 1970 square feet.

Parcel No. 2. A parcel of land supposed to be owned by EVERETT and ADA BRADLEY, located on the northerly side of Monson Road, so-called, between Stations 70+01 \pm and 71+71 \pm , bounded as follows: Northerly by the northwesterly location line of the 1933 County Layout for about 170 feet; northeasterly by the southwesterly boundary of land of Richard Schallander, as defined by a wire fence, for about 7 feet; southerly by the front property line, as defined by a stone wall, for about 171 feet; and westerly by the easterly end of the 1932 County Layout for about 7 feet; containing about 1200 square feet.

Parcel No. 3. A parcel of land supposed to be owned by RICHARD SCHALLANDER, located on the northwesterly side of Monson Road, so-called, between Stations 71+70 \pm and 79+89 \pm , bounded as follows: Northwestery by the northwesterly location line of the 1933 County Layout for about 790 feet; northerly by the southerly boundary of land of Justin G. Carew, as defined by a stone wall, for about 8 feet; southeasterly by the front property line, in part assumed and in part defined by a stone wall, for a total distance of about 389 feet; southeasterly again and easterly by the southeasterly location line of the 1933 County Layout for about 52 feet; southerly by the front property line, in part assumed and in part as defined by a stone wall and a rustic fence, for a total distance of about 409 feet; and southwesterly by the northeasterly boundary of land of Everett and Ada Bradley, as defined by a wire fence, for about 7 feet; containing about 14,750 square feet.

Parcel No. 4. A parcel of land supposed to be owned by RICHARD and MARIE SCHALLANDER, located on the southerly side of Monson Road, so-called, between Stations 72+65+ and 74.53.53, bounded as follows: Southerly by the southeasterly location line of the 1933 County Layout for about 197 feet; southwesterly by the northeasterly boundary of land of Everett and Ada Bradley, as defined by a wire fence, for about 6 feet; and northwesterly and northerly by the front property line, in part assumed and in part defined by a rustic fence, for a total distance of 199 feet; containing about 2740 square feet.

Parcel No. 5. A parcel of land supposed to be owned by RICHARD SCHALLANDER, located on the southeasterly side of Monson Road, so-called, between Stations 77+15+ and 80+14+, bounded as follows: Southeasterly by the southeasterly location line of the 1933 County Layout for about 302 feet; westerly and northwesterly by the front property line, in part assumed and in part defined by a stone wall, for about 298 feet; and northerly by the southerly boundary of land of Justin G. Carew for about 15 feet; containing about 4,080 square feet.

Parcel No. 6. A parcel of land supposed to be owned by JUSTIN G. CAREW, located on the northwesterly side of Monson Road, so-called, between Stations 79+86+ and 82+07+, bounded as follows: Northwesterly by the northwesterly location line of the 1933 County Layout for about 215 feet; northerly by the southerly boundary of land of Emma J. Shaw, as defined by a stone wall, for about 14.5 feet; southeasterly by the assumed front property line for about 218 feet; and southerly by the northerly boundary of land of Richard Schallander, as defined by a stone wall, for about 8 feet; containing about 1690 square feet.

Parcel No. 7. A parcel of land supposed to be owned by JUSTIN G. CAREW, located on the southeasterly side of Monson Road, so-called, between Stations 80+08+ and 82+31+, bounded as follows: Southeasterly by the southeasterly location line of the 1933 County Layout for about 215 feet; southerly by the northerly boundary of land of Richard Schallander for about 15 feet; northwesterly by the front property line, as defined by a stone wall, for about 217 feet; and northerly by the southerly boundary of land of Randolph D. Shaw, as defined by a stone wall, for about 11 feet; containing about 2770 square feet.

Parcel No. 8. A parcel of land supposed to be owned by EMMA J. SHAW, located on the northwesterly side of Monson Road, so-called, between Stations 82+00+ and 90+02.57, bounded as follows: Northwesterly by the northwesterly location line of the 1933 County Layout for about 799 feet; northerly by the northerly end of the 1933 County Layout for about 16 feet; southeasterly by the assumed front property line for about 796 feet; and southerly by the northerly boundary of land of Justin G. Carew, as defined by a stone wall, for about 14.5 feet; containing about 9590 square feet.

Parcel No. 9. A parcel of land supposed to be owned by RANDOLPH D. SHAW, located on the southeasterly side of Monson Road, so-called, between Stations 82+26+ and 90+02.57, bounded as follows: Southeast-erly by the southeasterly location line of the 1933 County Layout for

about 776 feet; southerly by the northerly boundary of land of Justin D. Carew, as defined by a stone wall, for about 11 feet; northwesterly by the assumed front property line for about 782 feet; and northerly by the northerly end of the 1933 County Layout for about 4 feet; containing about 6460 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts - Plan of Road - in the Town of Wales - Hampden County - Laid out by the County Commissioners - Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of January next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:-

TO:-

Everett and Ada Bradley	\$1.00
Everett and Ada Bradley	1.00
Richard Schallander	1.00
Richard and Marie Schallander	1.00
Richard Schallander	1.00
Justin G. Carew	1.00
Justin G. Carew	1.00
Emma J. Shaw	1.00
Randolph D. Shaw.	1.00

The work to be done is as follows: to grade, surface with gravel and tar mixed in place and otherwise improve about 1800 feet of road in Wales, leading to Monson, and being known as Monson Road; the work to begin at the end of the section improved in 1932, station 70, and extend in an easterly direction to station 88; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Wales.

Thos. J. Costello)
 Charles W. Bray) County
 Maurice G. Donahue) Commissioners
 of the County
 of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

November 22, 1933

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as

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a public highway forever.

Attest: Charles M. Calhoun, Clerk.

CORRECTED DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 27, 1935.

At a meeting of the County Commissioners held this day, it having been called to the attention of the Commissioners and it appearing that the decree of the Commissioners on petition of the Selectmen of the Town of Wales for relocation, alterations and specific repairs etc., on Monson Road, said decree being dated November 22, 1933 and recorded in Hampden County Registry of Deeds Book 1567 Page 155, contains an error in the layout and in the description of certain lands taken in said decree.

NOW THEREFORE, said decree is corrected so as to read as follows:

The layout or relocation is located on the Monson Road, so called, and begins at the easterly end of the location of the highway laid out by the County Commissioners September 22, 1932, extending thence in a general northeasterly direction, as hereinafter described, about 2/5 of a mile.

The base line is the base line of a survey made by the engineers of the Massachusetts Department of Public Works in March, 1933, and begins at a point marking the easterly end of the base line of the aforesaid 1932 layout, said point being shown on plan as station 70+00, thence extending north 80° 07' 55" east (would be north 75° 18' 40" east if referred to the bearings used in the aforesaid 1932 layout) 180.73 feet, thence north 75° 18' 40" east 113.40 feet; thence by a curve to the left of 509.58 feet radius 464.84 feet; thence north 23° 02' 45" east 415.39 feet; thence by a curve to the right of 1212.11 feet radius 219.40 feet; thence north 33° 25' 00" east 29.60 feet; thence by a curve to the left of 1008.03 feet radius 278.22 feet; thence north 17° 36' 10" east 300.99 feet to a point at the end of the layout shown on plan as station 90+02.57.

The northwesterly location line begins at a point marking the easterly end of the northerly location line of the aforesaid 1932 layout, said point bearing north 8° 22' 42" west and being 39.70 feet distant from the point of beginning of the above-described base line shown on plan as station 70+00 and extends thence north 81° 37' 18" east 224.24 feet to a point bearing north 11° 32' 01" west and 30.05 feet distant from station 72+26.23, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout bearing north 72° 23' 50" west and 30.00 feet distant from the point of ending of the aforesaid base line shown on plan as station 90+02.57.

The southeasterly location line begins at a point marking the easterly end of the southerly location line of the aforesaid 1932 layout, said point bearing south 8° 22' 42" east and being 20.30 feet

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distant from the point of beginning of the above-described base line shown on plan as station 70+00 and extends thence north $81^{\circ} 37' 18''$ east 227.55 feet to a point bearing south $11^{\circ} 32' 01''$ east and 30.05 feet distant from station 72+26.23 thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing south $32^{\circ} 36' 39''$ east and 30.00 feet distant from station 74+53.53, thence north $76^{\circ} 37' 41''$ east (not tangent to the curve back) for a distance of 123.78 feet to a point on the southerly side of Reed Hill Road, so called bearing south $43^{\circ} 59' 42''$ east and 82.44 feet distant from station 75+54.78, thence crossing said road north $13^{\circ} 22' 19''$ west for a distance of 40.00 feet to a point bearing south $30^{\circ} 00' 44''$ east and 50.56 feet distant from station 75+87.40, thence westerly, northwesterly, northerly and northeasterly by a curve of 10.00 feet radius for a distance of 25.61 feet to a point bearing south $30^{\circ} 00' 44''$ east and 31.39 feet distant from the said station 75+87.40, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout bearing south $72^{\circ} 23' 50''$ east and 30.00 feet distant from the point of ending of the aforesaid base line shown on plan as station 90+02.57.

AND the corrected description of the following parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel No. 1. A parcel of land supposed to be owned by EVERETT and ADA BRADLEY, located on the southerly side of Monson Road, so-called, between Stations 70+00+ and 72+67+, bounded as follows: Southerly by the southeasterly location line of the 1933 County Layout for about 270 feet; westerly by the easterly end of the 1932 County Layout for about 2 feet; northerly by the front property line, as defined by a wall, for about 270 feet; and northeasterly by the southwesterly boundary of land of Richard and Marie Schallander, as defined by a wire fence, for about 6 feet; containing about 1350 square feet.

Parcel No. 2. A parcel of land supposed to be owned by EVERETT and ADA BRADLEY, located on the northerly side of Monson Road, so called, between Stations 70+00+ and 71+72+, bounded as follows: Northerly by the northwesterly location line of the 1933 County Layout for about 168 feet; northeasterly by the southwesterly boundary of land of Richard Schallander, as defined by a wire fence, for about 12 feet; southerly by the front property line, as defined by a stone wall, for about 171 feet; and westerly by the easterly end of the 1932 County Layout for about 7 feet; containing about 1850 square feet.

Parcel No. 3. A parcel of land supposed to be owned by RICHARD SCHALLANDER, located on the northwesterly side of Monson Road, so-called, between Stations 71+70+ and 79+89+, bounded as follows: Northwesterly by the northwesterly location line of the 1933 County Layout for about 787 feet; northerly by the southerly boundary of land of

Justin G. Carew, as defined by a stone wall, for about 8 feet; southeasterly by the front property line, in part assumed and in part defined by a stone wall, for a total distance of about 389 feet; southeasterly again and easterly by the southeasterly location line of the 1933 County Layout for about 52 feet; southerly by the front property line, in part assumed and in part as defined by a stone wall and a rustic fence, for a total distance of about 406 feet; and southwesterly by the northeasterly boundary of land of Everett and Ada Bradley, as defined by a wire fence, for about 12 feet; containing about 14,600 square feet.

Parcel No. 5. A parcel of land supposed to be owned by RICHARD SCHALLANDER, located on the southeasterly side of Monson Road, so-called, between Stations 77+15₊ and 80+14₊, bounded as follows: Southeasterly by the southeasterly location line of the 1933 County Layout for about 302 feet; westerly and northwesterly by the front property line, in part assumed and in part defined by a stone wall, for about 298 feet; and northerly by the southerly boundary of land of Justin G. Carew for about 15 feet; containing about 4,000 square feet.

The above corrected descriptions are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts - Plan of Road - in the Town of Wales - Hampden County - Laid out by the County Commissioners - Scale: 40 feet to the inch, dated March 27, 1935, which is substituted for plan now on file dated November 23, 1933.

The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:-

TO:-

Everett and Ada Bradley.....	\$1.00
Everett and Ada Bradley.....	1.00
Richard Schallander.....	1.00
Richard Schallander.....	1.00

All land damages shall be paid by the Town of Wales.

Thos. J. Costello)
Charles W. Bray	) County
Maurice G. Donahue	) Commissioners
	) of the County
	) of Hampden.

Oct. Meeting 1933

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the town of Brimfield, in said County, that common convenience and necessity require that the highway leading from Brimfield to Warren and known as the Warren Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 149+50 and extend for a distance of 1,800 feet, more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view, and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 7th day of June, 1933.

F. B. Haley }
H. C. Pease } Selectmen
 } of
 } Brimfield.

The foregoing petition was entered on the 12th day of June, 1933, and due proceedings having been had thereon, the following Decree for Specific Repairs was filed on August 2, 1933; and Relocation Report was filed on November 22, 1933, to wit:

DECREE FOR SPECIFIC REPAIRS

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 2, 1933

On the petition of the Selectmen of the Town of Brimfield for relocation, alterations and specific repairs on Warren Road, the work to begin at station 149+50 and extend for a distance of 1800 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Brimfield leading from Warren, and being known as the Warren Road, to grade, surface with gravel and tar and otherwise improve about 1132.4 feet, the work to begin at the end of the section of said road improved in 1932, station 149+50, and extend in a southerly direction to station 160+82.40; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

Brimfield, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Warren Rd. the work to begin at station 149+50 and extend for a distance of 1800 feet more or less, and for aid.

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Plans in Book 10,
Page 48.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Brimfield.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

RELOCATION REPORT

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 22, 1933

On the petition of the Selectmen of the Town of Brimfield for relocation, alterations and specific repairs on Warren Road, the work to begin at station 149+50 and extend for a distance of 1800 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the thirteenth day of July, A. D. 1933, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated and altered.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

The layout or relocation is located on the Warren Road, so called, and begins at the southwesterly end of the location of the highway laid out by the County Commissioners in 1932, extending thence in a southwesterly direction for about 2/10 of a mile to the State highway on the Palmer Road, so called, as laid out July 17, 1928.

The section of highway hereby laid out is more fully described as follows:

The base line is the base line of a survey made by the engineers of the Massachusetts Department of Public Works in August 1930 and begins at a point marking the southwesterly end of the base line of the aforesaid 1932 layout, said point of beginning being shown on plan as station 149+50; thence south 35° 19' 25" west for a distance of 624.65 feet; thence by a curve to the left of 1970.02 feet radius for a distance of 299.42 feet; thence south 26° 36' 55" west for a distance of 208.33 feet to a point in the aforesaid Palmer Road shown on Plan as station 160+82.40, said point being on the base line of the aforesaid 1928 State highway layout being identical with station 247+73.11 of said base line.

The southeasterly location line begins at a point marking the southwesterly end of the southeasterly location line of the aforesaid 1932 county layout, said point bearing south 54° 40' 35" east and being 35.00 feet distant from the point of beginning of the above-described base line shown on plan as station 149+50 and extends thence north 54° 40' 35" west for a distance of 5.00 feet to a point bearing south 54° 40' 35" east and 30.00 feet distant from the said station 149+50; thence parallel to the above-described base line and 30.00 feet distant

therefrom to a point bearing south $54^{\circ} 40' 35''$ east and 30.00 feet distant from station 155+74.65; thence by a curve to the left of 1940.02 feet radius for a distance of 374.37 feet to a point bearing south $45^{\circ} 50' 10''$ east and 33.17 feet distant from station 159+43.56; thence south $24^{\circ} 16' 01''$ west for a distance of 82.27 feet to a point at the end of the layout, on the northerly location line of the aforesaid State highway layout on Palmer Road, bearing north $63^{\circ} 30' 07''$ east and 58.31 feet distant from the point of ending of the above-described base line, shown on plan as station 160+82.40.

The northwesterly location line begins at a point marking the southwesterly end of the northwesterly location line of the aforesaid 1932 county layout, said point bearing north $54^{\circ} 40' 35''$ west and being 40.00 feet distant from the point of beginning of the above-described base line shown on plan as station 149+50 and extends thence south $54^{\circ} 40' 35''$ east for a distance of 5.00 feet to a point bearing north $54^{\circ} 40' 35''$ west and 35.00 feet distant from the said station 149+50; thence parallel to the above-described base line and 35.00 feet distant therefrom to a point bearing north $11^{\circ} 40' 18''$ west and 47.86 feet distant from station 155+74.65; thence by a curve to the left of 2000.02 feet radius for a distance of 303.98 feet to a point bearing north $15^{\circ} 38' 15''$ west and 44.62 feet distant from station 158+74.07; thence south $26^{\circ} 36' 55''$ west for a distance of 93.02 feet to a point bearing north $45^{\circ} 50' 10''$ west and 31.47 feet distant from station 159+43.56; thence south $62^{\circ} 09' 25''$ west for a distance of 201.73 feet to a point at the end of the layout, on the aforesaid northerly location line of the 1928 State highway layout on Palmer Road, said point bearing north $69^{\circ} 30' 57''$ west and being 148.11 feet distant from the point of ending of the above-described base line shown on plan as station 160+82.40.

AND the following described parcel of land is taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Brimfield in said County.

PARCEL NO. 1. A parcel of land supposed to be owned by Mary A. Brown, located on the northwesterly side of the Warren Road, between sta. 155+50+ and sta. 160+82.40 of the base line of the 1933 County layout. Said parcel is bounded as follows: Northwesterly by the northwesterly location line of the 1933 County layout about 592 feet; southeasterly by the front property line, as in part assumed and in part evidenced by a stone wall, about 514 feet; and southerly by the northerly location line of the 1928 state highway layout on the Palmer Road about 112 feet; containing about 8,940 square feet.

The layout or relocation and the land taking above described are indicated on plan prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts - Plan of Road in the Town of Brimfield - Hampden County - Laid Out By The County Commissioners - Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of January next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit: TO:-

Mary A. Brown. \$ 1.00

A decree for specific repairs was filed August 2, 1933 which is made a part hereof.

All land, grade, drainage and other legal damages shall be paid by the Town of Brimfield.

Thos. J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

November 22, 1933

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Holland, Selectmen of the Town of, petrs. for relocation, alterations and specific repairs on Mashapaug Road, the work to begin at sta. 156-and extend southerly for a distance of 1500 ft more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Holland to Mashapaug and known as Mashapaug Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Sta 156- and extend Southerly for a distance of 1500 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 17th day of May 1933.

James A. Roberts }
Albert W. Hitchcock } Selectmen
Andrew Jay Bagley } of
Holland

The foregoing petition was entered on the 12th day of June 1933, and due proceedings having been had thereon, on the 25th day of October 1933, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 25, 1933

On the petition of the Selectmen of the Town of Holland for relocation, alterations and specific repairs on Mashapaug Road, the work to begin at station 156- and extend southerly for a distance of 1500 feet more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the thirteenth day of July, A. D. 1933, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate alter and order specific repairs made in the manner following:

The layout is located on the Mashapaug Road, so called, (also known as the Brimfield Road) and begins at the southerly end of the county layout dated October 19, 1932; extending thence southerly and southeasterly, in part by a "cut-off" or new location, for a total distance of slightly less than a half mile; being more fully described as follows:

The base line begins at a point marking the southerly end of the base line of the aforesaid 1932 county layout, said point being shown on plan as station 156+04.63, (being shown on plan of said 1932 layout as station 155+73.02); extending thence south $7^{\circ} 15' 00''$ west for a distance of 214.68 feet; thence by a curve to the left of 500.00 feet radius for a distance of 353.48 feet; thence by another curve to the left of 498.42 feet radius for a distance of 240.92 feet; thence south $60^{\circ} 57' 00''$ east for a distance of 638.19 feet; thence by a curve to the right of 4000.00 feet radius for a distance of 532.33 feet; thence south $53^{\circ} 19' 30''$ east for a distance of 315.77 feet to a point at the end of the layout, shown on plan as station 179.

The easterly location line begins at a point marking the southerly end of the easterly location line of the aforesaid 1932 county layout, said point bearing south $82^{\circ} 45' 00''$ east and being 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 156+04.63; and extends thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the layout, bearing north $36^{\circ} 40' 30''$ east and 30.00 feet distant from the point of ending of said base line shown on plan as station 179.

The westerly location line begins at a point marking the southerly end of the westerly location line of the aforesaid 1932 county layout, said point bearing north $82^{\circ} 45' 00''$ west and being 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 156+04.63; and extends thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the layout, bearing south $36^{\circ} 40' 30''$ west and 30.00 feet distant from the point of ending of said base line shown on plan as station 179.

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AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Holland in said County.

(NOTE: The stations hereinafter mentioned are points on the base line of location of the 1933 County Layout on Mashapaug Road.)

Parcel No. 1. A parcel of land supposed to be owned by Laura N. Brown, located on the easterly side of Mashapaug Road, so called, between sta. 156+04.63 and sta. 157+00₊, bounded as follows: Easterly by the easterly location line of the 1933 county layout, about 95 feet; southerly by the northerly boundary of land of Wayne Pierce, about 13 feet; westerly by the assumed front property line about 95 feet; and northerly by the line defining the southerly end of the 1932 county layout (dated Oct. 19) about 13 feet; containing about 1220 square feet.

Parcel No. 2. A parcel of land supposed to be owned by Joseph W. McQuillan, located on the westerly side of Mashapaug Road, so called, between sta. 156+04.63 and sta. 159+50₊, bounded as follows: Westerly by the westerly location line of the 1933 county layout about 353 feet; northerly by the line defining the southerly end of the 1932 county layout (dated Oct. 19) about 12 feet; and easterly by the front property line, in part assumed and in part evidenced by a wall, a total distance of about 352 feet; containing about 3710 square feet.

Parcel No. 3. A parcel of land supposed to be owned by Wayne Pierce located on the easterly side of Mashapaug Road, so called, between sta. 157+00₊ and sta. 157+65₊, bounded as follows:- Easterly by the easterly location line of the 1933 county layout about 65 feet; southerly by the northerly boundary of land of Joseph W. McQuillan about 12 feet; westerly by the assumed front property line about 65 feet; and northerly by the southerly boundary of land of Laura N. Brown about 13 feet; containing about 810 square feet.

Parcel No. 4. A parcel of land supposed to be owned by Joseph W. McQuillan, located on the easterly side of Mashapaug Road, between sta. 157+65₊ and sta. 160+64₊, bounded as follows:- Easterly by the easterly location line of the 1933 county layout about 280 feet; southeasterly by the northwesterly boundary of land of Edward P. Seyler about 17 feet; southwesterly and westerly by the front property line, as evidenced in part by a wall, about 301 feet and northerly by the southerly boundary of land of Wayne Pierce about 12 feet; containing about 5760 square feet.

Parcel No. 5. A parcel of land supposed to be owned by W. A. Schenk, located on the southwesterly side of Mashapaug Road, so called, between sta. 160+41₊ and sta. 163+83₊, bounded as follows:- Southwesterly by the westerly location line of the 1933 county layout about 363 feet; and northeasterly by the front property line, as evidenced by a wall, about 357 feet; containing about 8110 square feet.

Parcel No. 6. A parcel of land supposed to be owned by Edward P. Seyler, located on the northeasterly side of Mashapaug Road, so called, between sta. 160+59₊ and sta. 161+13₊, bounded as follows:- Easterly by the easterly location line of the 1933 county layout about 50 feet; southwesterly by the front property line, as evidenced by a wall, about 48 feet; and northwesterly by the southeasterly boundary of land of Joseph W. McQuillan about 17 feet; containing about 385 square feet.

Parcel No. 7. A parcel of land supposed to be owned by Edward P. Seyler, located in part on the northeasterly side of Mashapaug Road, so called, and in part on a "cut-off" or new location for said road, the entire parcel lying between sta. 162+87₊ and sta. 170+72₊; being bounded as follows: Northeasterly by the easterly location line of the 1933 County Layout about 757 feet; easterly by the westerly boundary of land of the Hamilton Woolen Company about 63 feet; southwesterly by the westerly location line of said county layout about 234 feet; westerly by the easterly boundary of land of Laura N. Brown about 60 feet; southerly by the northerly boundary of said land of Brown about 197 feet; again southwesterly by the westerly location line of said county layout about 180 feet; and again southwesterly, but more so, by the front property line on Mashapaug Road, as evidenced by a wall, about 174 feet; containing about 34,230 square feet.

Parcel No. 8. A parcel of land supposed to be owned by Laura N. Brown and comprising a portion of a "cut-off" or new location for Mashapaug St., so called. Said parcel is located between sta. 166+30₊ and sta. 168+39₊, and is bounded as follows:- Southwesterly by the westerly location line of the 1933 county layout about 209 feet; northerly by the southerly boundary of land of Edward P. Seyler about 197 feet; and easterly by a westerly boundary of said land of Seyler about 60 feet; containing about 5880 square feet.

Parcel No. 9. A parcel of land supposed to be owned by the Hamilton Woolen Company, located on the northeasterly side of Mashapaug Road, so called, between sta. 170+51₊ and sta. 172+73₊, bounded as follows:- Northeasterly by the easterly location line of the 1933 county layout about 225 feet; southerly by the assumed front property line of Mashapaug Road about 144 feet; southwesterly by the westerly location line of said 1933 county layout about 72 feet; and westerly by the easterly boundary of land of Edward P. Seyler about 63 feet; containing about 9030 square feet.

Parcel No. 10. A parcel of land supposed to be owned by Albert Nelson, located on the southwesterly side of Mashapaug Road, so-called, between sta. 172+27₊ and sta. 173+46₊, bounded as follows:- Southwesterly by the westerly location line of the 1933 county layout about 115 feet; northerly by the front property line, as evidenced by a fence, about 115 feet; and southeasterly by the northwesterly boundary of land of the Hamilton Woolen Company about 29 feet; containing about 1800 sq. ft.

Parcel No. 11. A parcel of land supposed to be owned by the Hamilton Woolen Company, located on the southwesterly side of Mashapaug Road, so called, between sta. 173+40+ and sta. 179+00, bounded as follows: Southwesterly by the westerly location line of the 1933 county layout about 550 feet; northwesterly by the southeasterly boundary of land of Albert Nelson about 29 feet; northeasterly by the front property line (assumed for the most part to be the edge of the water in Hamilton Reservoir) about 559 feet; and southeasterly by the line defining the southeasterly end of said 1933 county layout about 14 feet; containing about 11,300 square feet.

Parcel No. 12. A parcel of land supposed to be owned by the Hamilton Woolen Company, located on the northeasterly side of Mashapaug Road, so called, between sta. 176+19+ and sta. 179+00, bounded as follows: Northeasterly by the easterly location line of the 1933 county layout about 280 feet; southeasterly by the line defining the southeasterly end of the said 1933 county layout about 3 feet; and southwesterly by the front property line (assumed to be the edge of the water in Hamilton Reservoir) about 282 feet; containing about 1385 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: Plan of Road in the town of Holland, Hampden County, as laid out by the County Commissioners, Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

Laura N. Brown	\$ 1.00
Joseph W. McQuillan.	1.00
Wayne Pierce	1.00
Joseph W. McQuillan.	1.00
W. A. Schenk	1.00
Edward P. Seyler	1.00
Edward P. Seyler	1.00
Laura N. Brown	1.00
Hamilton Woolen Company.	1.00
Albert Nelson.	1.00
Hamilton Woolen Company.	1.00
Hamilton Woolen Company.	1.00

The work to be done is as follows: to grade, surface with gravel and tar mixed in place and otherwise improve about 2050 feet of road in Holland, leading to Brimfield, and being known as Brimfield Road (also Mashapaug Road); the work to begin at the end of the section improved

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in 1932, station 155+50 and extend in a southeasterly direction to station 176; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Holland a sum not to exceed THREE THOUSAND TWO HUNDRED DOLLARS (\$3,200.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Holland.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 25, 1933

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Bagley's Corner to East Brimfield line and known as East Brimfield Road be resurfaced and tarred, and that said road be specifically repaired by resurfacing or tarring, the work to begin at Herbert Bagley's Corner, for a distance of 1200 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 5th day of June 1933.

James A. Roberts }
Albert W. Hitchcock } Selectmen
Andrew Jay Bagley } of
Holland.

The foregoing petition was entered on the 12th day of June 1933, and due proceedings having been had thereon, on the 11th day of October 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 11, 1933

On the petition of the Selectmen of the Town of Holland for specific repairs on East Brimfield Road, the work to begin at Herbert Bagley's Corner for a distance of 1200 feet more or less, and for aid.

Holland, Selectmen of the Town of, Petrs. for specific repairs on East Brimfield Road, the work to begin at Herbert Bagley's Corner for a distance of 1200 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of July, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on roads in Holland, leading from Holland to adjoining towns, and being known as the East Brimfield and Mashapaug Roads, to repair, treat with bituminous material and otherwise improve about 18,200 feet, the work to be done as follows: East Brimfield Road, 2,650 feet, and Mashapaug Road 15,550 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed FIVE HUNDRED DOLLARS (\$500:) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Holland.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Beach, T.M. - Supt. Water
Department, West
Springfield, Petr.
for approval of plan
and specifications
for a surface over-
flow or spillway to
Piper Reservoir in
West Springfield.

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Plan in Book 10,
Page 32.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for a surface overflow or spillway to Piper Reservoir in West Springfield, and prays your Honorable Board to approve the same.

T. M. Beach
Supt. Water Department
W. Springfield

The foregoing petition was entered on the 13th day of June 1933, and due proceedings having been had thereon, the following Specifications were filed on June 13, 1933; Report of Engineer was filed on June 21, 1933; Interlocutory Decree was filed on June 28, 1933; Final Report of Engineer was filed on December 6, 1933; and Final Decree was filed on December 6, 1933, to wit:

SPECIFICATIONS FOR SURFACE OVERFLOW AT PIPER RESERVOIR
TO ACCOMPANY PLAN OF
WEST SPRINGFIELD WATER DEPARTMENT DATED MAY 25, 1933.

Work to be done is a Surface Overflow through Piper Road and is located near the southerly end of Piper Dam, and about two hundred (200) feet northerly from Amostown Road.

The part through the road consists of a reinforced Concrete Culvert which discharges into a concrete manhole on the southerly side of the highway; running northerly from this point there are sixty (60) feet of 30" Vitrified Tile which discharges into a manhole; running northerly from this point there is a 30" Corrugated Pipe.

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CONCRETE:

All Concrete will be mixed in the proportions of one (1) part cement, two (2) parts sand and four (4) parts broken stone.

The Sand must be clean, sharp and of a good quality for concrete.

The Broken Stone will be 1-1/4" Trap Rock.

The Concrete Culvert must be laid true to line and grade, the invert of which must be troweled smooth.

All Reinforcing Steel must be placed according to the plans.

The 30" Vitrified Tile must be of good quality and free from imperfection, and laid true to line and grade. The joints are to be caulked with three (3) strands of Jute and finished with mortar of one (1) part cement and three (3) parts sand.

The 30" Corrugated Pipe will be made of fourteen (14) guage Galvanized Armco Ingot Iron, and laid true to line and grade.

All back fill within the limits of the highway is to be thoroughly tamped, and the surface replaced so as to be in a condition equally as good as before this work was done.

Approved--June 28, 1933.

June 12, 1933

TMB/RMG

Thos. J. Costello	} County Commissioners of the County of Hampden.
Chas. W. Bray	
Maurice G. Donahue	

REPORT OF ENGINEER

June 21, 1933

The Hon. The Board of County Commissioners,
Hampden County, Springfield, Mass.

Thomas J. Costello, Chairman.

Dear Sir:

I have examined the plans and specifications filed for your approval on 13th inst. by the West Springfield Water Department for the construction of an additional overflow or spillway to Piper reservoir and report as follows:

Piper reservoir covers an area of about four acres and has a storage capacity of thirteen millions of gallons. Its drainage area or water-shed is small being not over a half a square mile.

Within the last two years, in the re-construction of Piper Road and Boulevard Street, surface drainage has been diverted into the reservoir and the area of the original water-shed increased about one-tenth of a square mile.

The dam is an earthen embankment built in 1875. It is 335 feet in length, 14 feet in height and carries the Piper highway on its top. There are two cast iron pipes laid from the gate house, located in the reservoir, through the structure, one of which being the overflow or spillway pipe 12 inches in diameter and the other a service main 16 inches in diameter.

When the dam was built there was no surface overflow attached, nor since then, and it was not until the phenomenal rainfall of 6.80 inches, that occurred on the water-shed on the night of June 16th

Oct. meeting 1933.

1932, that the 12 inch overflow pipe proved to be insufficient to discharge the surplus water from the reservoir.

In that storm the reservoir topped the dam and highway and caused a washout. According to measurements taken then the maximum depth of the water crossing the crown of the highway was an inch and five eighths and the maximum discharge at the rate of 20 cubic feet per second.

The plans and specifications show that the proposed overflow will be located near the southerly end of the dam and laid from the surface of the reservoir through the top of the dam under the foundations of the highway and at right angles thereto, to a point in the streambed below the toe of the dam.

The layout of the proposed overflow will follow an irregular line divided into three sections by two concrete manholes to be located 60 feet apart in the edge of the toe of the dam.

The first section from the reservoir through the top of the dam will be a 4 1/2 by 1 1/2 foot re-enforced concrete box culvert. It will be laid on a four per cent grade and will discharge into the first manhole. From this manhole a 30 inch vitrified pipe will be laid northerly on a six per cent grade, in the edge of the toe, to the second manhole into which it will discharge. From the latter manhole a 30 inch corrugated iron pipe will be laid on at least a ten per cent grade, also in the edge of the toe and to a point in the old stream-bed, where it will discharge.

When the proposed overflow is constructed the safety of the dam from being topped by flood flow will be assured, as its discharging capacity alone, not taking into consideration the discharging capacity of the present 12 inch overflow pipe, will be sufficient to discharge at least four times the maximum quantity of water per unit of time that flowed over the top of the dam in the phenomenal storm in June 1932.

I therefore recommend the plans and specifications of the proposed overflow to Piper reservoir for your approval assuming of course that the construction work will be properly executed.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for a surface overflow or spillway to Piper Reservoir in West Springfield, and prays your Honorable Board to approve the same.

T. M. Beach
Supt. Water Department
W. Springfield

The foregoing petition was entered on the thirteenth day of June in the year of our Lord, One Thousand Nine Hundred and Thirty-Three, when the said petitioner filed said plan and specifications for a surface overflow or spillway to Piper Reservoir in West Springfield, which were referred to Mr. James L. Tighe, Engineer, who has made a

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report in writing on file with this case.

And now, said Commissioners do hereby approve said plan and specifications.

Springfield, Massachusetts
June 28, 1933

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

FINAL REPORT OF ENGINEER

December 5, 1933

The Hon. The Board of County Commissioners
Hampden County
Springfield, Massachusetts

Thomas J. Costello, Chairman,

Dear Sir:

I recommend for your acceptance the surface overflow or spillway added to the Piper reservoir, so called, which is located in West Springfield and a part of West Springfield Water Works.

The work was done by the Water Department of West Springfield and in accordance with the plan and specifications approved by the County Commissioners on June 28th, 1933.

Respectfully submitted,

James L. Tighe

FINAL DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for a surface overflow or spillway to Piper Reservoir in West Springfield, and prays your Honorable Board to approve the same.

T. M. Beach
Supt. Water Department
W. Springfield

Petition in this case was entered on the thirteenth day of June in the year of our Lord One Thousand Nine Hundred and Thirty-Three when the said petitioner filed plan and specifications of its proposed work, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing on June 21, 1933 on file with this case. On recommendation of the Engineer, said plan and specifications were duly approved on June 28, 1933.

The work has been inspected during its progress by James L. Tighe, Engineer, who has made a final report in writing to the Board of County Commissioners dated December 5, 1933 which is on file with this case. The work was done by the Water Department of West Springfield, and it appearing that said plan and specifications have been adhered to, it is ordered that same be recorded.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Springfield, Massachusetts
December 6, 1933.

Oct. Meeting 1933

West Springfield,
Selectmen of Petrs.
for relocation and spe-
cific repairs on Mor-
gan Rd and Piper Cross
Road, the work to be-
gin at intersection
of Riverdale St. with
Morgan Rd and extend-
ing in a westerly
direction on said
Morgan Road and Piper
Cross Rd to Piper Rd.
a distance of 3,000
ft more or less, and
for aid.

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Plan in Book 10,
Page 38.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highways known as Morgan Road and Piper Cross Road in said West Springfield be relocated and repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the intersection of Riverdale Street with said Morgan Road and extending in a westerly direction on said Morgan Road and Piper Cross Road to Piper Road, a distance of three thousand (3,000) feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may order such relocation and determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this thirteenth day of June, 1933.

Henry S. Johnston

Frank T. Raleigh

James R. Dearden

Selectmen of West Springfield.

The foregoing petition was entered on the 14th day of June 1933, and due proceedings having been had thereon, on the 4th day of October 1933, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 4, 1933

On the petition of the Selectmen of the Town of West Springfield for relocation and specific repairs on Morgan Road and Piper Cross Road, the work to begin at intersection of Riverdale Street with Morgan Road and extending in a westerly direction on said Morgan Road and Piper Cross Road to Piper Road, a distance of 3,000 feet more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-eighth day of July, A. D. 1933, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and order specific repairs made in the manner following:

The layout is located on Morgan Road, so called, and is divided into two sections, as follows:

SECTION NO. 1.

This consists of widening the location of the present county layout at the northerly corner of the junction of said Morgan Road with Riverdale Street, so called, the highway as altered being more fully described as follows:

The base line used is the base line of a survey made by the engineers of the Massachusetts Department of Public Works in June 1933, and begins at a point in the present roadway of Riverdale Street shown on plan as station 0+60.93; extending thence south $24^{\circ} 06' 45''$ west for a distance of 60.93 feet to a point shown on plan as station 0; thence north $63^{\circ} 14' 25''$ west for a distance of 64.75 feet to a point in the present roadway of Morgan Road, shown on plan as station 0+64.75.

The northwesterly location line of Riverdale Street and the northeasterly location line of Morgan Road as altered by this layout is described as follows: Beginning at a point on the present northwesterly location line of Riverdale Street, bearing north $65^{\circ} 53' 15''$ west and 37.00 feet distant from the point of beginning of the above-described base line shown on plan as station 0+60.93; and extending thence, leaving said location line, southwesterly, westerly and northwesterly by a curve of 25.00 feet radius for a distance of 40.42 feet to a point on the present northeasterly location line of Morgan Road, bearing north $26^{\circ} 45' 35''$ east and 33.00 feet distant from the point of ending of the above-described base line shown on plan as station 0+64.75.

SECTION NO. 2.

This consists of widening the location of the present county layout at the southeasterly corner of the junction of said Morgan Road with Piper Cross Road, so called, the highway as altered being more fully described as follows:

The base line used is the base line of a survey made by the engineers of the Massachusetts Department of Public Works in June 1933, and begins at a point in the present roadway of Morgan Road, shown on plan as station 23+27.40; extending thence north $79^{\circ} 00' 10''$ west for a distance of 63.82 feet; thence north $74^{\circ} 33' 20''$ west for a distance of 7.30 feet; thence south $50^{\circ} 55' 35''$ west for a distance of 87.43 feet to a point in the present roadway of Piper Cross Road, shown on plan as station 24+85.95.

The southerly location line of Morgan Road and the southeasterly location line of Piper Cross Road as altered by this layout is described as follows: Beginning at a point on the present southerly location line of Morgan Road, bearing south $10^{\circ} 59' 50''$ west and 33.00 feet distant from the point of beginning of the above-described base line shown on plan as station 23+27.40; and extending thence, leaving said location line, westerly and southwesterly by a curve of 140.00 feet radius for a distance of 122.31 feet to a point on the present southerly location line of Piper Cross Road, bearing south $39^{\circ} 04' 25''$ east and 25.92 feet distant from the point of ending of the aforesaid base line shown on plan as station 24+85.95.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of West Springfield in said County.

Parcel No. 1. A parcel of land supposed to be owned by the Springfield National Bank, located at the northerly corner of Morgan Road and Riverdale St., so called, bounded as follows: Northerly by the location line of the 1933 county layout 40.42 feet; southeasterly by the northwesterly location line of the present county layout on Riverdale St., 26.18 feet; and southwesterly by the northeasterly location line of the present county layout on Morgan Road 26.18 feet; containing about 150 square feet.

Parcel No. 2. A parcel of land supposed to be owned by Charles H. and Elizabeth M. Horn, located at the southeasterly corner of Morgan Road and Piper Cross Road, so called, bounded as follows: Southeasterly by the location line of the 1933 county layout 122.31 feet; northwesterly by the southeasterly location line of the present county layout on Piper Cross Road 65.37 feet; and northerly by the southerly location line of the present county layout on Morgan Road 65.37 feet; containing about 590 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the town of West Springfield, Hampden County, Laid out by the County Commissioners, Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

Springfield National Bank	\$ 1.00
Charles H. and Elizabeth M. Horn.	1.00

The work to be done is as follows: the sub-base where required shall consist of grave; the base course shall consist of broken stone, and shall have a maximum thickness of four and one half (4-1/2) inches after rolling; the surface course shall consist of bituminous macadam, and shall be two and one half (2-1/2) inches thick after rolling. The bituminous material shall consist of asphalt. This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The work is to begin at about station 0+21.5 on Morgan Road, said station being at the intersection with Riverdale Street, and extending thence in a general north westerly direction for a distance of about 2328 feet to about station 23+50.

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These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of West Springfield.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
) of the County

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 4, 1933

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represents the undersigned, Selectmen of the Town of Palmer, that common convenience and necessity require that the highway leading from Lake Junction, Thorndike to Palmer and known as Thorndike Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Lake Junction and extend in a southerly direction to extent of appropriation.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 27th day of July 1933.

Ludwik Marhelewicz

David B. Smith

William B. Kerigan

Selectmen of the Town of Palmer.

The foregoing petition was entered on the 28th day of July, 1933, and due proceedings having been had thereon, on the 8th day of November 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 8, 1933

On the petition of the Selectmen of the Town of Palmer for relocation, alterations and specific repairs on Thorndike Road, the work to begin at Lake Junction and extend in a southerly direction to extent of appropriation, and for aid.

Palmer, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Thorndike Road, the work to begin at Lake Junction and extend in a southerly direction to extent of appropriation, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirtieth day of August, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Palmer, leading to Palmer from Thorndike, and being known as Thorndike Street, to grade, surface with tar macadam mixed in place and otherwise improve about 3450 feet; the work to begin at the junction of Church Street and High Street, station 0, and extend southerly to station 34+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Palmer.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Holland, Selectmen
of, Petrs. for dis-
continuance of a
portion of the Brim-
field Road.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

July 27, 1933

Respectfully represent the undersigned, Selectmen of the Town of Holland, in the said County, that common convenience and necessity no longer require the continuance of a certain portion of the Brimfield Road in said Town,

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, order that portion of the Brimfield Road from Flint's store to the Devil's Elbow

Beginning at the branching of said road from the "Brimfield Road" at a point 75 feet more or less south from the Pond Road corner opposite Flint's store and running southerly to the junction with the Wales road at a point known as the Devil's Elbow or the Tea Room Corner a distance of 900 feet more or less,

be discontinued.

So voted by the Town at it's meeting of Feb. 13, 1933 (Art. 10)

James A. Roberts
Selectmen of Holland. Albert W. Hitchcock
Andrew Jay Bagley

The foregoing petition was entered on the 31st day of July 1933, and due proceedings having been had thereon, on the 22nd day of November 1933, said Commissioners file the following Decree for Discontinuance, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 22, 1933

On the petition of the Selectmen of the Town of Holland for discontinuance of a portion of the Brimfield Road.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the thirtieth day of August, A. D. 1933, at two forty-five o'clock P. M. view said highway and hear all parties interested and did adjudge that common convenience and necessity require that a portion of said highway should be discontinued.

And now said Commissioners ORDER and DECREE that a portion of said highway be, and the same is, hereby discontinued, in the manner following:

Beginning at the branching of said road from the "Brimfield Road" at a point 75 (seventy-five) feet more or less south from the Pond Road corner opposite Flint's store and running southerly to the junction with the Wales road at a point known as the Devil's Elbow or the Tea Room Corner a distance of 900 feet more or less.

No damages having been claimed, none are awarded.

All damages sustained by reason of the discontinuance of said portion of said highway shall be paid by the Town of Holland.

Thos. J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Monson, in said County, that common convenience and necessity require that the highway leading from Monson to Wales and known as Wales Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Town Line and extend in a Westerly direction for a distance of one half mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 3rd day of August 1933.

Howard L. Carew
F. J. Sullivan
O. E. Bradway

Selectmen of the Town of Monson

The foregoing petition was entered on the 4th day of August 1933, and due proceedings having been had thereon, on the 22nd day of November 1933, said Commissioners file the following Relocation Report, to wit:

Monson, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Wales Road, the work to begin at the Town Line and extend westerly for a distance of one-half mile more or less, and for aid.

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Plans in Book 10,
Pages 45, 46 & 47.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 22, 1933

On the petition of the Selectmen of the Town of Monson for relocation, alterations and specific repairs on Wales Road, the work to begin at the Town Line and extend westerly for a distance of one-half mile more or less and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did on the thirtieth day of August, A. D. 1933, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Wales Road, so called, and begins at the dividing line between the towns of Monson and Wales, extending thence in a general westerly direction for about 6/10 of a mile as hereinafter described.

The base line is the base line of a survey made by the engineers of the Massachusetts Department of Public Works in March 1933 and begins at a point in the present roadway on the Monson-Wales town line, said point of beginning being shown on plan as station 0+02.88; thence extending south 79° 31' 35" west for a distance of 174.83 feet; thence by a curve to the right of 500.00 feet radius for a distance of 448.79 feet; thence north 49° 02' 45" west for a distance of 285.21 feet; thence by a curve to the left of 600.00 feet radius for a distance of 153.63 feet; thence north 63° 43' 00" west for a distance of 200.56 feet; thence by a curve to the left of 1000.00 feet radius for a distance of 349.74 feet; thence north 83° 45' 20" west for a distance of 344.14 feet; thence by a curve to the left of 1200.00 feet radius for a distance of 221.86 feet; thence south 85° 39' 05" west for a distance of 162.45 feet; thence by a curve to the right of 800.00 feet radius for a distance of 236.98 feet; thence north 77° 22' 35" west for a distance of 151.16 feet; thence by a curve to the left of 800.00 feet radius for a distance of 297.89 feet; thence south 81° 17' 20" west for a distance of 169.88 feet to a point at the end of the layout shown on plan as station 32+00.

The southerly location line begins at a point on the aforesaid Monson-Wales town line, bearing south 0° 24' 00" west and 30.96 feet distant from the point of beginning of the above-described base line shown on plan as station 0+02.88 and extends thence south 76° 05' 34" west for a distance of 130.18 feet to a point bearing south 56° 05' 50" east and 54.62 feet distant from station 1+77.71; thence by a curve to the right of 530.00 feet radius for a distance of 507.48 feet to a point bearing south 19° 38' 12" west and 32.20 feet distant from station 6+26.50; thence north 49° 02' 45" west for a distance of 296.92 feet to a point bearing south 40° 57' 15" west and 30.00 feet

distant from station 9+11.71; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing south 41° 10' 03" east and 44.33 feet distant from station 19+59.78; thence by a curve to the left of 1170.00 feet radius for a distance of 216.31 feet to a point bearing south 46° 03' 19" east and 48.22 feet distant from station 21+81.64; thence south 85° 39' 05" west for a distance of 174.87 feet to a point bearing south 32° 59' 13" east and 41.02 feet distant from station 23+44.09; thence by a curve to the right of 830.00 feet radius for a distance of 245.86 feet to a point bearing south 21° 47' 36" east and 36.37 feet distant from station 25+81.07; thence north 77° 22' 35" west for a distance of 171.71 feet to a point bearing south 12° 37' 25" west and 30.00 feet distant from station 27+32.23; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout bearing south 8° 42' 40" east and 30.00 feet distant from the point of ending of said base line shown on plan as station 32+00.

The northerly location line begins at a point on the aforesaid Monson-Wales town line, bearing north 0° 24' 00" east and 30.96 feet distant from the point of beginning of the above-described base line shown on plan as station 0+02.88 and extends thence south 76° 05' 34" west for a distance of 145.48 feet to a point bearing north 48° 03' 50" east and 41.56 feet distant from station 1+77.71; thence by a curve to the right of 470.00 feet radius for a distance of 450.03 feet to a point bearing north 62° 16' 18" east and 32.20 feet distant from station 6+26.50; thence north 49° 02' 45" west for a distance of 296.92 feet to a point bearing north 40° 57' 15" east and 30.00 feet distant from station 9+11.71; thence parallel to the above-described base line and 30.00 feet distant therefrom, to a point bearing north 53° 39' 23" east and 44.33 feet distant from station 19+59.78; thence by a curve to the left of 1230.00 feet radius for a distance of 227.41 feet to a point bearing north 48° 51' 07" east and 40.07 feet distant from station 21+81.64; thence south 85° 39' 05" west for a distance of 174.87 feet to a point bearing north 34° 58' 24" east and 31.02 feet distant from station 23+44.09; thence by a curve to the right of 770.00 feet radius for a distance of 228.09 feet to a point bearing north 47° 02' 26" east and 36.37 feet distant from station 25+81.07; thence north 77° 22' 35" west for a distance of 171.71 feet to a point bearing north 12° 37' 25" east and 30.00 feet distant from station 27+32.23; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout bearing north 8° 42' 40" west and 30.00 feet distant from the point of ending of the aforesaid base line shown on plans as station 32+00.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Monson in said County.

Parcel No. 1. A parcel of land supposed to be owned by A. CHAPIN, located on the northerly side of Wales Road, so-called, between Stations 0+02.88 and 1+40+, bounded as follows: Northerly by the northerly location line of the 1933 County Layout for about 144 feet; easterly by the dividing line between the towns of Wales and Monson for about 14 feet; and southerly by the front property line in part as defined by a fence and in part as assumed for about 142 feet; containing 970 square feet.

Parcel No. 2. A parcel of land supposed to be owned by A. CHAPIN, located on the southerly side of Wales Road, so-called, between Stations 0+07+ and 3+15+, bounded as follows: Southerly by the southerly location line of the 1933 County Layout for about 316 feet; westerly by the easterly boundary of land of Toner Moulton for about 2.5 feet; northerly by the front property line in part as defined by a fence and in part by a wall for a total distance of about 315 feet; and easterly by the dividing line between the Towns of Wales and Monson for about 8.5 feet; containing about 4980 square feet.

Parcel No. 3. A parcel of land supposed to be owned by A. CHAPIN, located on the northeasterly side of Wales Road, so-called, between Stations 2+31+ and 9+36+, bounded as follows: Northeasterly by the northeasterly location line of the 1933 County Layout for about 683 feet; and southerly and southwesterly by the front property line, as defined by a fence, for about 714 feet; containing about 11,580 square feet.

Parcel No. 4. A parcel of land supposed to be owned by TONER MOULTON, located on the southerly side of Wales Road, so-called, between Stations 3+15+ and 3+23+, bounded as follows: Southerly by the southerly location line of the 1933 County Layout for about 8 feet, northerly by the front property line as defined by a fence for about 8 feet; and easterly by the westerly boundary of land of A. Chapin for about 2.5 feet; containing about 10 square feet.

Parcel No. 5. A parcel of land supposed to be owned by A. CHAPIN, located on the southwesterly side of Wales Road, so-called, between Stations 5+52+ and 11+38+, bounded as follows: Southwesterly by the southwesterly location line of the 1933 County Layout for about 583 feet; and northeasterly by the front property line, as in part defined by a fence and in part as assumed, for about 603 feet; containing about 9000 square feet.

Parcel No. 6. A parcel of land supposed to be owned by A. CHAPIN, located on the northerly side of Wales Road, so-called, between Stations 11+09+ and 12+33+, bounded as follows: Northerly by the northerly location line of the 1933 County Layout for about 125 feet; southerly and southwesterly by the front property line, as in part defined by a fence and in part as assumed, for about 105 feet; and westerly by the easterly boundary of land of Homer Bradway for about 44 feet; containing about 2500 square feet.

Parcel No. 7. A parcel of land supposed to be owned by HOMER BRADWAY, located on the northerly side of Wales Road, so-called, between Stations 12+05+ and 13+54+, bounded as follows: Northerly by the northerly location line of the 1933 County Layout for about 123 feet; easterly by the westerly boundary of land of A. Chapin for about 44 feet; and southwesterly by the front property line as assumed, for about 156 feet; containing about 2550 square feet.

Parcel No. 8. A parcel of land supposed to be owned by HOMER BRADWAY, located on the Southerly side of Wales Road, so-called, between Stations 12+92+ and 18+19+, bounded as follows: Southerly by the southerly location line of the 1933 County Layout for about 517 feet; and northerly and northeasterly by the front property line, in part as defined by a fence and in part as assumed, for about 540 feet; containing about 14,910 square feet.

Parcel No. 9. A parcel of land supposed to be owned by HOMER BRADWAY, located on the northerly side of Wales Road, so-called, between Stations 17+25+ and 27+38+, bounded as follows: Northerly by the northerly location line of the 1933 County Layout for about 1010 feet; southeasterly by the front property line as assumed for about 238 feet; southerly by the southerly location of the 1933 County Layout for about 115 feet; southwesterly, southerly and southeasterly by the front property line, in part as assumed and in part as defined by a stone wall, for about 338 feet; again southerly by the southerly location line of the 1933 County Layout for about 164 feet; and again southwesterly by the front property line as assumed for about 191 feet; containing about 37,400 square feet.

Parcel No. 10. A parcel of land supposed to be owned by HOMER BRADWAY, located on the southerly side of Wales Road, so-called, between Stations 21+90+ and 22+83+, bounded as follows: Southerly by the southerly location line of the 1933 County Layout for about 95 feet; and northerly by the front property line as assumed, for about 95 feet; containing about 290 square feet.

Parcel No. 11. A parcel of land supposed to be owned by HOMER BRADWAY, located on the southerly side of Wales Road, so-called, between Stations 26+49+ and 32+00.00, bounded as follows: Southerly by the southerly location line of the 1933 County Layout for about 540 feet; westerly by the westerly end of the taking for about 10 feet; northerly by the front property line, as assumed, for about 548 feet; containing about 6580 square feet.

Parcel No. 12. A parcel of land supposed to be owned by HOMER BRADWAY, located on the northerly side of Wales Road, so-called, between Stations 28+25+ and 32+00.00, bounded as follows: Northerly by the northerly location line of the 1933 County Layout for about 383 feet; southerly by the front property line as assumed for about 382 feet; and westerly by the westerly end of the taking for about 10 feet; containing about 3310 square feet.

Oct. Meeting 1933

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts - Plan of Road - in the Town of Monson - Hampden County - Laid Out By The County Commissioners - Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of January next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:

TO:-

A. Chapin	\$ 1.00
A. Chapin	1.00
A. Chapin	1.00
Toner Moulton	1.00
A. Chapin	1.00
Homer Bradway	1.00
Homer Bradway	1.00
Homer Bradway	1.00
Homer Bradway	1.00
Homer Bradway	1.00
Homer Bradway	1.00

The work to be done is as follows: to grade, surface with gravel and tar and otherwise improve about 2,100 feet of the road in Monson leading from Wales, and being known as Wales Road, the work to begin at the Wales line, station 0, and extend in a westerly direction to station 22; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Monson a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All land land, grade, drainage and other legal damages shall be paid by the Town of Monson.

Thos. J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

November 22, 1933

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Oct. Meeting 1933

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN
RESPECTFULLY represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the Main Street bridge be specifically repaired by installing new iron, new planks, and otherwise repaired as may be deemed necessary. WHEREFORE your petitioners pray that your Honorable Board after notice, view and Hearing may order such repairs, and that said County contribute to the expense of such repairs together with an appropriation from the State and Town.

Chester, Selectmen
of the Town of, Petra.
for specific repairs
on Main Street Bridge,
and for aid.

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Dated this 8th day of August 1933.

Thos. F. Haley
Leon J. Kelso
John E. Cooney
Selectmen of Chester

The foregoing petition was entered on the 11th day of August 1933, and due proceedings having been had thereon, on the 25th day of October 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 25, 1933

On the petition of the Selectmen of the Town of Chester for specific repairs on Main Street Bridge, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of September, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to repair the pony truss bridge and to surface with bituminous macadam about 400 feet of the approach thereto on the road in Chester, leading from Chester Village to Chester Railroad Station, and being known as Main Street; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of this bridge.

All damages sustained by any person by reason of said repairs on this bridge, shall be paid by the Town of Chester.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Oct. Meeting 1933

Chicopee, Mayor and Board of Aldermen of the City of, Petrs. for relocation for its entire length or any part thereof, alterations and specific repairs of Montgomery Street beginning at Wood St., southerly for a distance of 2 miles more or less, and for aid.

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~~Plans in drawer of plan case.~~

HIGHWAY

Book #20

Page #24-41

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from WILLIMANSETT to CHICOPEE FALLS, and known as MONTGOMERY STREET be relocated, for its entire length or any part thereof, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at WOOD STREET and extend in a SOUTHERLY direction for a distance of TWO (2) MILES more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated, July 28, 1933.

Anthony J. Stonina

Mayor

F. P. Cobb

City Eng.

Edward Bourbeau

Supt. of Streets

BOARD OF ALDERMEN.

Albert J. Maziarz
William H. Cannon
Joseph Topor

Walter M. Grocki
Arthur Balthazar
Robert J. Rouillard
Ernest G. Cote

Chester T. Skibinski
Stanislaw Sitarz
Walter Kijak
Arthur Lachance

The foregoing petition was entered on the 11th day of August 1933, and due proceedings having been had thereon, on the 21st day of October 1933, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 18, 1933

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for relocation for its entire length or any part thereof, alterations and specific repairs of Montgomery Street, beginning at Wood Street, southerly for a distance of 2 miles more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the sixth day of September, A. D. 1933, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout is located on Montgomery Street, so called and consists of establishing location lines; beginning at the southeasterly side of Wood Street and extending in a general southeasterly direction for about 1.9 miles to the easterly side of Columbia Street. The section of highway hereby laid out is more fully described as follows:

The base line is the base line of a survey made by the engineers of the Massachusetts Department of Public Works in June, 1933, and begins at a point in the center of the aforesaid Montgomery Street opposite the southeasterly side of Wood Street, said point of beginning being shown on plan as station 20+05.23; extending thence south 47° 12' 45" east for a distance of 83.94 feet; thence south 36° 05' 50" east for a distance of 310.04 feet; thence south 25° 05' 50" east for a distance of 306.72 feet; thence south 52° 35' 40" east for a distance of 486.16 feet; thence south 64° 40' 15" east for a distance of 422.38 feet; thence south 40° 43' 10" east for a distance of 508.31 feet; thence south 46° 07' 40" east for a distance of 398.85 feet; thence south 22° 28' 40" east for a distance of 519.25 feet; thence south 28° 47' 30" east for a distance of 1672.61 feet; thence south 26° 25' 15" east for a distance of 509.12 feet; thence south 22° 49' 30" east for a distance of 485.98 feet; thence south 25° 08' 20" east for a distance of 465.12 feet; thence south 13° 50' 25" east for a distance of 225.36 feet; thence south 8° 04' 15" east for a distance of 1447.50 feet; thence by a curve to the left of 2633.07 feet radius for a distance of 597.42 feet; thence south 21° 04' 15" east for a distance of 1711.21 feet; thence south 21° 49' 45" east for a distance of 69.80 feet to a point at the end of the layout, in the present roadway of Montgomery Street, just easterly of the easterly side of Columbia Street, said point of ending being shown on plan as station 122+25.00.

The northeasterly location line begins at a point marking the junction of the southeasterly location line of Wood Street with the northeasterly location line of the 1872 county layout on Montgomery Street, as approximately located, said point bearing north 42° 47' 15" east and being 24.75 feet distant from the point of beginning of the above-described base line shown on plan as station 20+05.23 and extends following said county location line, parallel to said base line and 24.75 feet distant therefrom to a point bearing north 51° 24' 41" east and 25.45 feet distant from station 27+05.93; thence south 52° 20' 20" east for a distance of 482.41 feet to a point bearing north 43° 29' 50" east and 22.67 feet distant from station 31+92.09; thence south 65° 06' 43" east for a distance of 420.37 feet to a point bearing north 36° 50' 26" east and 25.29 feet distant from station 36+14.47; thence south 39° 37' 08" east for a distance of 423.75 feet to a point bearing north 46° 36' 51" east and 16.57 feet distant from station 40+33.46; thence south 47° 09' 10" east for a distance of 430.16 feet to a point bearing north 53° 51' 40" east and 33.17 feet distant from station 44+58.99; thence south 25° 07' 30" east for a distance of 693.26 feet to a point bearing north 63° 02' 29" east and 27.01 feet distant from station 51+51.72; thence south 28° 47' 30" east for a distance of 1562.44 feet to a point bearing north 64° 26' 58" east and 27.04 feet distant from station 67+13.49; thence south 24° 51' 24" east in part by the aforesaid northeasterly location line of the 1872 county layout, a total distance of 1457.32 feet to a point bearing north 59° 35' 24" east and 28.21 feet distant from station 81+73.71; thence south 8° 51'

54" east for a distance of 1739.95 feet to a point bearing south 33° 44' 33" east and 63.63 feet distant from station 98+46.57; thence by a curve to the left of 2507.95 feet for a distance of 534.27 feet to a point again on the aforesaid northeasterly location line of the 1872 county layout bearing north 68° 55' 45" east and 24.75 feet distant from station 104+43.99; thence following said 1872 location line parallel to the above-described base line and 24.75 feet distant therefrom to a point at the end of the layout bearing north 68° 10' 15" east and 24.75 feet distant from the point of ending of said base line shown on plan as station 122+25.00.

The southwesterly location line begins at a point on the southwesterly location line of the 1872 county layout, as approximately located, said point bearing south 42° 47' 15" west and being 24.75 feet distant from the point of beginning of the above-described base line shown on plan as station 20+05.23 and extends thence following said county location line, parallel to said base line and 24.75 feet distant therefrom to a point bearing south 51° 09' 15" west and 25.48 feet distant from station 27+05.93; thence south 52° 20' 20" east for a distance of 499.95 feet to a point bearing south 21° 25' 37" west and 28.07 feet distant from station 31+92.09; thence south 65° 06' 43" east for a distance of 414.71 feet to a point bearing south 38° 25' 20" west and 25.47 feet distant from station 36+14.47; thence south 39° 37' 08" east for a distance of 415.81 feet to a point bearing south 46° 36' 51" west and 33.04 feet distant from station 40+33.46; thence south 47° 09' 10" east for a distance of 423.79 feet to a point bearing south 53° 51' 40" west and 17.26 feet distant from station 44+58.99; thence south 25° 07' 30" east for a distance of 685.21 feet to a point bearing south 63° 02' 29" west and 22.51 feet distant from station 51+51.72; thence south 28° 47' 30" east for a distance of 1562.32 feet to a point bearing south 61° 38' 38" west and 22.50 feet distant from station 67+13.49; thence south 24° 51' 24" east for a distance of 1223.92 feet to a point bearing south 64° 51' 40" west and 20.26 feet distant from station 79+39.18; thence leaving said 1872 location line and extending by a curve to the right of 1600.00 feet radius for a distance of 446.57 feet to a point bearing south 85° 22' 32" west and 42.92 feet distant from station 83+99.07; thence south 8° 51' 54" east for a distance of 1508.26 feet to a point bearing south 12° 37' 54" west and 62.04 feet distant from station 98+46.57; thence by a curve to the left of 2557.45 feet for a distance of 544.81 feet to a point again on the aforesaid southwesterly location line of the 1872 county layout bearing south 68° 55' 45" west and 24.75 feet distant from station 104+43.99; thence following said 1872 location line, parallel to the above-described base line and 24.75 feet distant therefrom to a point at the end of the layout bearing south 68° 10' 15" west and 24.75 feet distant from the point of ending of said base line shown on plan as station 122+25.00.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of

the General Laws and all acts in amendment thereof and in addition thereto. All land taken in located in the City of Chicopee in said County.

Parcel No. 1. A parcel of land supposed to be owned by the City of Chicopee, located on the southwesterly side of Montgomery St., so-called, between stations 79+39.18 and 81+27 $\frac{1}{2}$; bounded as follows: Southwesterly by the southwesterly location line of the 1933 county layout about 189 feet; northeasterly by the southwesterly location line of the 1872 county layout, as approximately located, about 182 feet, and southeasterly by the northwesterly location line, as approximately located, of Granby Road, so-called, about 13 feet, containing about 635 square feet.

Parcel No. 2. A parcel of land supposed to be owned by the Sisters of Providence, located on the westerly side of Montgomery St., so called, between stations 82+56 $\frac{1}{2}$ and 83+58 $\frac{1}{2}$, bounded as follows:- Westerly by the westerly location line of the 1933 county layout for about 100 feet; northwesterly by the southeasterly location line, as approximately located, of McKinstry Ave., so-called, about 4.5 feet, and easterly by the westerly location line of the 1872 county layout, as approximately located, about 100 feet; containing about 175 square feet.

Parcel No. 3. A parcel of land supposed to be owned by J. T. Moriarty, located on the westerly side of Montgomery Street, so-called, between stations 97+03 $\frac{1}{2}$ and 98+19 $\frac{1}{2}$, bounded as follows: West-erly by the westerly location line of the 1933 county layout about 118 feet; southerly by the northerly boundary of land of William Kipling about 18.5 feet, and easterly by the assumed front property line about 120 feet; containing about 1,080 square feet.

Parcel No. 4. A parcel of land supposed to be owned by William Kipling located on the westerly side of Montgomery Street, so-called, between stations 98+18 $\frac{1}{2}$ and 102+30 $\frac{1}{2}$, bounded as follows: Westerly by the westerly location line of the 1933 county layout about 415 feet; easterly by the assumed front property line about 416 feet; and north-erly by the southerly boundary of land of J. T. Moriarty about 18.5 feet; containing about 9.755 square feet.

Parcel No. 5. A parcel of land supposed to be owned by Ellen O'Brien, located on the easterly side of Montgomery Street, so-called, between stations 102+32 $\frac{1}{2}$ and 102+75 $\frac{1}{2}$, bounded as follows: Easterly by the easterly location line of the 1933 county layout about 42 feet; southerly by the northerly boundary of land of Peter Betersycek about 6 feet, and westerly by the assumed front property line about 42 feet; containing about 125 square feet.

Parcel No. 6. A parcel of land supposed to be owned by Peter Betersycek located on the easterly side of Montgomery Street, so-called, between stations 102+74 $\frac{1}{2}$ and 104+43.99, bounded as follows: easterly by the easterly location line of the 1933 county layout about 168 feet; westerly by the assumed front property line about 169 feet, and north-erly by the southerly boundary of land of Ellen O'Brien about 6 feet; containing about 395 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the City of Chicopee, Hampden County, Laid out by the County Commissioners, Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

City of Chicopee.	\$ 1.00
Sisters of Providence	1.00
J. T. Moriarty	1.00
William Kipling	1.00
Ellen O'Brien	1.00
Peter Betersycek.	1.00

The work to be done is as follows: the sub-base where required shall consist of gravel; the base course shall consist of broken stone, and shall have a normal thickness of three and one half (3-1/2) inches after rolling; the surface course shall consist of bituminous macadam, the stone shall be two and one half (2-1/2) inches in depth after rolling and the bituminous material shall consist of asphalt; the concrete cribbing shall consist of reinforced concrete crib members made and placed as indicated on the plans and in accordance with the specifications, and as directed by the Engineer. This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The work is to begin at about station 19+50 on Montgomery Road at the intersection with Wood and Montville Streets and extending thence in a general southeasterly direction for about 3550 feet to about station 55+0, about 320 feet south of Ridge Road; beginning at station 80+75 at the intersection with Granby Road and extending thence southeasterly to station 122+15 at the intersection with Columbia Street, a distance of about 4140 feet. The total length of the work is about 7690 feet.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the City of Chicopee a sum not to exceed TWELVE THOUSAND FIVE HUNDRED DOLLARS (\$12,500.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the City of Chicopee.

Thos. J. Costello)County
Maurice G. Donahue)Commissioners
Clarence H. Granger)of the County
)of Hampden.
)Assoc. Commissioner.

Oct. Meeting 1933

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 21, 1933

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the town of Brimfield, in said County, that common convenience and necessity require that the highway leading from Brimfield to Brookfield and known as the Brookfield Road, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Brimfield-Warren town line and extend southerly for a distance of 2,500 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this second day of October, 1933.

Frank B. Haley

Harold C. Pease

Jas. A. G. Hoyt

Selectmen of Brimfield,

The foregoing petition was entered on the 4th day of October 1933, and due proceedings having been had thereon, on the 6th day of December 1933, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting December 6, 1933

On the petition of the Selectmen for relocation, alterations and specific repairs on Brookfield Road, the work to begin at the Brimfield-Warren town line and extend southerly for a distance of 2,500 feet more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the first day of November, A. D. 1933, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

Brimfield, Selectmen of, Petrs. for re-location, alterations and specific repairs on Brookfield Road, the work to begin at the Brimfield-Warren town line and extend southerly for a distance of 2,500 feet more or less, and for aid.

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Plans in Book 10
Pages 49, 50 & 51.

The layout or relocation is located on the Brookfield Road, so called, and begins at the dividing line between the towns of Brimfield and Warren and extends thence in a southwesterly direction for about 1/2 a mile, ending just westerly of the junction of said Brookfield Road with East Hill Road, so called. The section of highway hereby laid out or relocated is more fully described as follows:

The base line is the base line of a survey made by the engineers of the Massachusetts Department of Public Works in June 1933 and begins at a point in the present roadway of the aforesaid Brookfield Road on the Brimfield-Warren town line, said point of beginning being shown on plan as station 0+04.05; then extending south $31^{\circ} 49' 20''$ west for a distance of 121.29 feet; thence by a curve to the left of 800.00 feet radius for a distance of 299.32 feet; thence south $10^{\circ} 23' 05''$ west for a distance of 922.60 feet; thence by a curve to the right of 560.00 feet radius for a distance of 694.39 feet; thence south $81^{\circ} 25' 50''$ west for a distance of 652.58 feet to a point at the end of the layout shown on plan as station 26+94.23.

The southeasterly location line begins at a point on the aforesaid Brimfield-Warren town line bearing north $76^{\circ} 56' 48''$ east and 42.94 feet distant from the point of beginning of the above-described base line shown on plan as station 0+04.05 and extends thence south $32^{\circ} 44' 20''$ west for a distance of 140.79 feet to a point bearing south $79^{\circ} 10' 20''$ east and 30.17 feet distant from station 1+25.34; thence by a curve to the left of 770.00 feet radius for a distance of 285.02 feet to a point bearing north $72^{\circ} 31' 36''$ east and 31.45 feet distant from station 4+24.66; thence south $11^{\circ} 31' 50''$ west for a distance of 394.75 feet to a point bearing south $78^{\circ} 28' 10''$ east and 19.92 feet distant from station 8+04.24; thence by a curve to the left of 3170 feet radius for a distance of 190.12 feet to a point bearing south $81^{\circ} 54' 21''$ east and 21.83 feet distant from station 9+95.59; thence south $8^{\circ} 05' 39''$ west for a distance of 59.28 feet to a point bearing south $81^{\circ} 54' 21''$ east and 24.20 feet distant from station 10+54.91; thence by a curve to the right of 2030.00 feet radius for a distance of 243.21 feet to a point bearing south $75^{\circ} 02' 29''$ east and 19.40 feet distant from station 12+95.42; thence south $14^{\circ} 57' 31''$ west for a distance of 154.40 feet to a point bearing south $75^{\circ} 02' 29''$ east and 16.50 feet distant from station 14+50.13; thence by a curve to the right of 520.00 feet radius for a distance of 600.16 feet to a point bearing south $48^{\circ} 32' 10''$ east and 45.11 feet distant from station 20+41.65; thence south $81^{\circ} 05' 12''$ west for a distance of 329.29 feet to a point bearing south $8^{\circ} 34' 10''$ east and 36.55 feet distant from station 23+41.96; thence by a curve to the left of 480.00 feet radius for a distance of 261.78 feet to a point on the southeasterly side of East Hill Road bearing south $8^{\circ} 34' 10''$ east and 107.68 feet distant from station 25+90.53; thence crossing said road south $84^{\circ} 07' 59''$ west for a distance of 88.74 feet to a point on the northwesterly side thereof, bearing south $16^{\circ} 50' 43''$ east and 104.58 feet distant from the point of ending of the above-described base line

shown on plan as station 26+94.23; thence leaving said northwesterly side of East Hill Road and extending northeasterly, northerly, northwesterly and westerly by a curve of 35.00 feet radius for a distance of 90.81 feet to a point at the end of the layout bearing south 3° 30' 17" east and 38.83 feet distant from the aforesaid station 26+94.23.

The northwesterly location line begins at a point on the aforesaid Brimfield-Warren town line, bearing south 76° 56' 48" west and 43.11 feet distant from the point of beginning of the above-described base line shown on plan as station 0+04.05, and extends thence south 32° 44' 20" west for a distance of 79.11 feet to a point bearing north 37° 52' 50" west and 33.93 feet distant from station 1+25.34; thence by a curve to the left of 830.00 feet radius for a distance of 307.23 feet to a point bearing north 53° 19' 35" west and 35.89 feet distant from station 4+24.66; thence south 11° 31' 50" west for a distance of 394.75 feet to a point bearing north 78° 28' 10" west and 40.08 feet distant from station 8+04.24; thence by a curve to the left of 3230.00 feet radius for a distance of 193.72 feet to a point bearing north 81° 54' 21" west and 38.17 feet distant from station 9+95.59; thence south 8° 05' 39" west for a distance of 59.28 feet to a point bearing north 81° 54' 21" west and 35.80 feet distant from station 10+54.91; thence by a curve to the right of 1970.00 feet radius for a distance of 236.02 feet to a point bearing north 75° 02' 29" west and 40.60 feet distant from station 12+95.42; thence south 14° 57' 31" west for a distance of 154.40 feet to a point bearing north 75° 02' 29" west and 43.50 feet distant from station 14+50.13; thence by a curve to the right of 460.00 feet radius for a distance of 530.91 feet to a point bearing north 39° 48' 52" east and 38.28 feet distant from station 20+41.65; thence south 81° 05' 12" west for a distance of 679.32 feet to a point at the end of the layout bearing north 3° 30' 17" west and 21.43 feet distant from the point of ending of the above-described base line shown on plan as station 26+94.23.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Brimfield in said County.

No. 1 A parcel of land supposed to be owned by WILLIAM B. and LENA CHENEY, located on the southeasterly side of Brookfield Road, so called, between stations 0+04.05 and 2+36+; bounded as follows: Southeasterly by the southeasterly location line of the 1933 County Layout for about 259 feet, southwesterly by the northeasterly boundary of land of Elizabeth H. Webb for about 21 feet, northwesterly by the front property line as defined by a wall for about 233 feet, northerly by the dividing line between the towns of Warren and Brimfield for about 18 feet, containing about 2,900 square feet.

No. 2 A parcel of land supposed to be owned by GEORGE N. FREEMAN located on the northwesterly side of Brookfield Road so called between stations 0+27+ and 4+23+, bounded as follows: Northwesternly by the northwesterly location line of the 1933 County Layout for about 397 feet, northerly by the dividing line between the towns of Warren and Brimfield for about 10 feet, southeasterly by the front property line, in part defined by a wall and in part as assumed, for about 403 feet, southerly by the northerly boundary of land of Dennis Hannon Estate for about 10 feet, containing about 3,900 square feet.

No. 3. A parcel of land supposed to be owned by ELIZABETH H. WEBB located on the easterly side of Brookfield Road, so called, between Stations 2+21+ and 4+74+, bounded as follows: Easterly by the southeasterly location of the 1933 County Layout for about 229 feet, southerly by the northerly boundary of land of Dennis Hannon Estate for about 9 feet, westerly by the front property line as defined by a wall for about 248 feet, northeasterly by the southwesterly boundary of land of William B. and Lena Cheney for about 21 feet, containing about 2,750 square feet.

No. 4. A parcel of land supposed to be owned by DENNIS HANNON ESTATE (Honora, Mary, James Hannon and Nancy Lombard) located on the westerly side of Brookfield Road, so called, between stations 4+20+ and 22+96+ bounded as follows: Northerly, northwesterly and westerly by the northwesterly location line of the 1933 County Layout for about 1841 feet, northerly by the southerly boundary of land of George N. Freeman for about 10 feet, easterly, southeasterly and southerly by the front property line as defined by a wall for about 1848 feet, containing about 15,950 square feet.

No. 5. A parcel of land supposed to be owned by DENNIS HANNON ESTATE (Honora, Mary and James Hannon, and Nancy Lombard), located on the easterly side of Brookfield Road, so called, between stations 4+73+ and 13+50+, bounded as follows: Easterly by the southeasterly location line of the 1933 County Layout for about 876 feet, westerly by the front property line, as defined by a wall, for about 875 feet; northerly by the southerly boundary of land of Elizabeth H. Webb for about 9 feet, containing about 8,850 square feet.

No. 6. A parcel of land supposed to be owned by DENNIS HANNON ESTATE (Honora, Mary and James Hannon, and Nancy Lombard) located on the southerly side of Brookfield Road so called, between stations 16+33+ and 26+16+, bounded as follows: Southerly by the southeasterly location line of the 1933 County Layout for about 1019 feet, northerly by the front property line as defined by a wall for about 1019 feet, containing 16,870 square feet.

No. 7. A parcel of land supposed to be owned by DENNIS HANNON ESTATE (Honora, Mary, and James Hannon, and Nancy Lombard) located on the northerly side of Brookfield Road, so called, between stations 23+74+ and 24+27+, bounded as follows: Northerly by the northwesterly location line of the 1933 County Layout for about 52 feet, southerly by the front property line, as defined by a wall, for about 52 feet, westerly by the easterly boundary of land of Laura Etta Wells for about 3 feet, containing about 65 square feet.

No. 8. A parcel of land supposed to be owned by LAURA ETTA WELLS, located on the northerly side of Brookfield Road, so called, between stations 24+27+ and 26+94+, bounded as follows: Northerly by the northwesterly location line of the 1933 County Layout for about 266 feet, easterly by the westerly boundary of the Dennis Hannon Estate for about 3 feet, southerly by the front property line, as defined by a wall, for about 268 feet, westerly by the westerly end of the taking for about 22 feet, containing about 3380 square feet.

No. 9. A parcel of land supposed to be owned by DENNIS HANNON ESTATE (Honora, Mary and James Hannon, and Nancy Lombard), located on the southerly side of Brookfield Road, so called, between stations 25+39+ and 26+94.23, bounded as follows: Southerly and westerly by the southeasterly location line of the 1933 County Layout about 119 feet; northerly by an assumed front property line on Brookfield Road about 160 feet, and southeasterly by an assumed front property line on East Hill Road about 136 feet, containing about 5,140 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts - Plan of Road - in the Town of Brimfield - Hampden County - Laid Out By The County Commissioners - Scale 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of January next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:-

TO:-

William B. and Lena Cheney.	\$1.00
George N. Freeman	1.00
Elizabeth H. Webb	1.00
Dennis Hannon Estate.	1.00
(Honora, Mary, James Hannon and Nancy Lombard)	
Dennis Hannon Estate.	1.00
(Honora, Mary, James Hannon and Nancy Lombard)	
Dennis Hannon Estate.	1.00
(Honora, Mary, James Hannon and Nancy Lombard)	

Dennis Hannon Estate.
(Honora, Mary, and James Hannon, and Nancy Lombard) \$1.00
Laura Etta Wells 1.00
Dennis Hannon Estate.
(Honora, Mary, and James Hannon, and Nancy Lombard) 1.00

The work to be done is as follows: to grade and otherwise improve 2837 feet of road in Brimfield leading to Warren and being known as the Brookfield Road; the work to begin at the Warren line, station 0, and extend southerly to station 28+37; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Brimfield.

Thomas J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss: December 6, 1933

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Chester, Selectmen
of, Petrs. for speci-
fic repairs on Chester
Hill Road beginning
at end of 1932 retread
surface at sta 189+00
and extending south-
easterly to sta 74+00,
a distance of about
11,500 feet, and for
aid.

70

To the County Commissioners of the County of Hampden: Oct. 20, 1933.

Respectfully represent the undersigned Selectmen of the Town of Chester, said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield in the Town of Chester and known as Chester Hill Road, be resurfaced and hardened and other repairs as may deem necessary.

The work to begin at end of 1932 retread surface at station 189+00, and to extend in a southeasterly direction to station 74+00, a distance of about 11,500 feet.

Whereof your petitioners pray that your Honorable Board after notice, View and Hearing, may order such repairs, and that said County contribute to the expense of such repairs together with an appropriation from the State.

Thos. F. Haley
Leon J. Kelso
J. E. Cooney
Selectmen of Chester

The foregoing petition was entered on the 25th day of October 1933, and due proceedings having been had thereon, on the 22nd day of November 1933, said Commissioners file the following Final Decree, to wit:

Oct. Meeting 1933

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 22, 1933

On the petition of the Selectmen of Chester for specific repairs on Chester Hill Road beginning at end of 1932 retread surface at station 189+00 and extending southeasterly to station 74+00, a distance of about 11,500 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of November, A. D. 1933, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to surface and otherwise improve about 11,500 feet of road in Chester, leading from Huntington to Middlefield, and being known as Sky Line Road, the work to begin at the end of the section improved in 1932, station 189, and extend southeasterly to station 74; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND DOLLARS towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Thos. J. Costello)
Chas. W. Bray)County
Maurice G. Donahue)Commissioners
of the County
of Hampden.

October 3, 1933

Ordered, County Treasurer authorized and directed to pay \$750. to Town of Blandford on acct. of County's proportion of cost of work done on Russell Road.

Ordered, County Treasurer authorized and directed to pay \$286.52 to Town of Brimfield on acct. of County's proportion of cost of work done on Warren and Holland Roads in Brimfield.

Ordered, County Treasurer authorized and directed to pay \$600. to Town of Chester on acct. of County's proportion of cost of work done on Chester Hill Road.

Ordered, that the sum of \$400. be paid from County Treasury to Town of Hampden for work done on Scantic Road and North Monson Road in Hampden.

Ordered, County Treasurer authorized and directed to pay \$1,526.39 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street.

Orders

Oct. meeting 1933

Orders

October 3, 1933

Ordered, County Treasurer authorized and directed to pay \$100. to Town of Monson on acct. of County's proportion of cost of work done on Wales Road.

Ordered, County Treasurer authorized and directed to pay \$450. to Town of Montgomery on acct. of County's proportion of cost of work done on Main Road.

Ordered, that the sum of \$543.08 which is balance of County's proportion of cost of work done on Depot St. also known as South Longyard Rd. be paid from County Treasury to Town of Southwick. Case No. 44 - 1932.

Ordered, County Treasurer authorized and directed to pay \$1,414.88 to City of Springfield on acct. of County's proportion of cost of work done on Parker Street.

Ordered, County Treasurer authorized and directed to pay \$300.10 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

Ordered, County Treasurer authorized and directed to pay \$1,148.42 to Town of West Springfield on acct. of County's proportion of cost of work done on Westfield Road.

October 25, 1933

Ordered, County Treasurer authorized and directed to pay \$497.50 to City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Road.

Ordered, County Treasurer authorized and directed to pay \$1,621.53 to Town of Granville on acct. of County's proportion of cost of work done on Granby Road.

Ordered, County Treasurer authorized and directed to pay \$767.18 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street.

Ordered, County Treasurer authorized and directed to pay \$1,558.42 to Town of Ludlow on acct. of County's proportion of cost of work done on Miller Street.

Ordered, County Treasurer authorized and directed to pay \$240. to Town of Monson on acct. of County's proportion of cost of work done on Wales Road.

Ordered, County Treasurer authorized and directed to pay \$1,250. to Town of Southwick on acct. of County's proportion of cost of work done on South Longyard Road.

Ordered, County Treasurer authorized and directed to pay \$1,177.40 to City of Springfield on acct. of County's proportion of cost of work done on Parker Street.

Ordered, County Treasurer authorized and directed to pay \$300. to Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

Oct. Meeting 1933

October 25, 1933

Ordered, County Treasurer authorized and directed to pay \$467.75 to Town of West Springfield on acct. of County's proportion of cost of work done on Morgan Road.

Orders

Ordered, County Treasurer authorized and directed to pay \$870.13 to Town of West Springfield on acct. of County's proportion of cost of work done on Westfield Street.

November 1, 1933

Order to arrest Hugh Kennedy of Holyoke, holder of permit to be at liberty.

Order to Arrest

Ordered, County Treasurer authorized and directed to pay \$352.62 to City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Road.

Orders

Ordered, County Treasurer authorized and directed to pay \$1,671.24 to Town of Granville on acct. of County's proportion of cost of work done on Granby Road.

Ordered, County Treasurer authorized and directed to pay \$1,046.23 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street.

Ordered, County Treasurer authorized and directed to pay \$830.87 to Town of Ludlow on acct. of County's proportion of cost of work done on Miller Street.

Ordered, County Treasurer authorized and directed to pay \$1,292.27 to City of Springfield on acct. of County's proportion of cost of work done on Parker Street.

Ordered, County Treasurer authorized and directed to pay \$500. to Town of Tolland on acct. of County's proportion of cost of work done on Granville Road.

Ordered, County Treasurer authorized and directed to pay \$232.24 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

Ordered, County Treasurer authorized and directed to pay \$204.48 to Town of West Springfield on acct. of County's proportion of cost of work done on Morgan Road.

Ordered, County Treasurer authorized and directed to pay \$667.89 to Town of West Springfield on acct. of County's proportion of cost of work done on Westfield Road.

Ordered, that the sum of \$500. be paid from County Treasury to the City of Westfield for work done on Loomis Street.

Ordered, that the sum of \$900. be paid from County Treasury to City of Westfield for work done on Montgomery Road.

Oct. Meeting 1933

Orders

November 8, 1933

Ordered, County Treasurer authorized and directed to pay \$400. to Town of Monson on acct. of County's proportion of cost of work done on Wales Road.

Tuberculosis
Hospital
Account.

Ordered, County Treasurer authorized and directed to pay \$16,328.58 to County of Hampshire on the Tuberculosis Hospital Account, which is the assessment for the year 1932.

Mt. Tom State
Reservation.

Ordered, County Treasurer authorized and directed to pay to County of Hampshire for County of Hampden's share of the re-adjusted budget for expense of maintenance of Mt. Tom State Reservation the sum of \$1,000.

Inspection of
Jail and House
of Correction.

November 15, 1933

Report of inspection of Jail and House of Correction by County Commissioners in accordance with General Laws Chapter 126 Section 1.

Order
State Highway
Account

Ordered, County Treasurer authorized and directed to pay to Treasurer of Commonwealth of Massachusetts on State Highway account the sum of \$26,084.16.

Orders

Ordered, County Treasurer authorized and directed to pay \$700. to Town of Blandford on acct. of County's proportion of cost of work done on Russell Road.

Ordered, County Treasurer authorized and directed to pay \$1,240. to Town of Chester on acct. of County's proportion of cost of work done on Chester Hill Road.

Ordered, County Treasurer authorized and directed to pay \$1,040. to Town of Chester on acct. of County's proportion of cost of work done on East River Road.

Ordered, that the sum of \$1,100. be paid from the County Treasury to the Town of Chester for work done on Middlefield Road.

Ordered, that the sum of \$500. be paid from County Treasury to the Town of East Longmeadow for work done on Pleasant Street and Porter Road (also known as Wilbraham Road).

Ordered, County Treasurer authorized and directed to pay \$600. to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road also known as Mashapaug Road.

Ordered, County Treasurer authorized and directed to pay \$467.42 to Town of Holland on acct. of County's proportion of cost of work done on East Brimfield Road.

Ordered, County Treasurer authorized and directed to pay \$180. to Town of Monson on acct. of County's proportion of cost of work done on Wales Road.

Ordered, County Treasurer authorized and directed to pay \$922.22 to Town of Montgomery on acct. of County's proportion of cost of work done on Main Road.

Oct. Meeting 1933

Orders

November 15, 1933

Ordered, that the sum of \$750. which is balance of County's proportion of cost of work done on South Longyard Road be paid from County Treasury to Town of Southwick.

Ordered, County Treasurer authorized and directed to pay the sum of \$696.28 to City of Springfield on acct. of County's proportion of cost of work done on Parker Street.

Ordered, that the sum of \$45.46 which is balance of County's proportion of cost of work done on Granville and New Boston Road be paid from County Treasury to Town of Tolland.

Ordered, County Treasurer authorized and directed to pay \$100. to Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

County Commissioners' Order of February 8, 1933 was final payment to the Town of Blandford for work done on Otis-Blandford Road. Case No. 38 - 1932.

County Commissioners' Order of December 14, 1932 was final payment to the Town of Tolland for work done on West Granville Road. Case No. 66 - 1932.

November 22, 1933

Ordered, County Treasurer authorized and directed to pay \$547.76 to City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Road.

Ordered, County Treasurer authorized and directed to pay \$523.05 to the City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Road.

November 29, 1933

Ordered, County Treasurer authorized and directed to pay sum of \$626.60 to Town of Granville on acct. of County's proportion of cost of work done on Granby Road.

Ordered, that the sum of \$3,000. be paid from County Treasury to Town of Hampden for work done on Springfield or Allen Street in the Town of Hampden.

Ordered, County Treasurer authorized and directed to pay sum of \$825.25 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street.

Ordered, County Treasurer authorized and directed to pay the sum of \$703.63 to Town of Ludlow on acct. of County's proportion of cost of work done on Miller Street.

Ordered, County Treasurer authorized and directed to pay sum of \$321.22 to Town of West Springfield on acct. of County's proportion of cost of work done on Morgan Road.

Ordered, County Treasurer authorized and directed to pay the sum of \$817.95 to Town of West Springfield on acct. of County's proportion of cost of work done on Westfield Road.

Oct. Meeting 1933

Bids for
Contract.

November 29, 1933

In the matter of the contract for VAULT AND ALTERATIONS at the Hampden County Hall of Records, Springfield, Mass., the following bids were publicly opened and read, the detailed original proposals of which are on file in this office and incorporated herein by reference:

L.S. Wood	Springfield
E.W. Larkin & Co.	Springfield
H.H. Davis & Co.	Springfield
Fontaine Brothers, Inc.	Chicopee Falls
William K. Traquair	Holyoke
M.J. Walsh & Sons	Holyoke
D.M. Dowd & Co.	Springfield
J.F. Roy & Sons Co.	Springfield
Beaudry Construction Co. Inc.	Springfield
Standard Construction Co.	Springfield

(see vote of award of contract dated Dec. 6, 1933)

Orders

December 5, 1933

Ordered, County Treasurer authorized and directed to pay \$546.66 to Town of Agawam on acct. of County's proportion of cost of work done on Suffield Street.

Ordered, that the sum of \$250. which is balance of County's proportion of cost of work done on Russell Road be paid from County Treasury to Town of Blandford.

Ordered, that the sum of \$398.08 be paid from County Treasury to Town of Chester for work done on Main Street.

Ordered, that the sum of \$198.96 which is balance of County's proportion of cost of work done on Chester Hill Road be paid from County Treasury to Town of Chester.

Ordered, that the sum of \$32.58 which is balance of County's proportion of cost of work done on East Brimfield road be paid from County Treasury to Town of Holland.

Ordered, County Treasurer authorized and directed to pay \$800. to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road also known as Mashapaug Road.

Ordered, County Treasurer authorized and directed to pay \$395.11 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street.

Ordered, County Treasurer authorized and directed to pay sum of \$430.00 to Town of Monson on acct. of County's proportion of cost of work done on Wales Road.

Ordered, that the sum of \$599.64 which is the balance of County's proportion of cost of work done on Main Road, be paid from County Treasury to Town of Montgomery.

Ordered, County Treasurer authorized and directed to pay \$198.00 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

Oct. Meeting 1933

December 5, 1933

Ordered, County Treasurer authorized and directed to pay \$136.82 to Town of West Springfield on acct. of County's proportion of cost of work done on Morgan Road.

Orders

Ordered, County Treasurer authorized and directed to pay \$258.25 to the Town of West Springfield on acct. of County's proportion of cost of work done on Westfield Road.

Ordered, that the sum of \$2,362.37 be paid from County Treasury to Town of Wilbraham for work done on Red Bridge Road.

December 6, 1933

Voted, to award contract to furnish and install Tile Wainscot in kitchen bake shop and bake shop annex at Hampden County Jail, inclusive of red quarry tile promenade floor tile in said rooms, to W. J. KELLY COMPANY of Springfield for the sum of \$954.00.

Voted to Award Contract

Voted, to award contract for VAULT and ALTERATIONS at Hampden County Hall of Records at Springfield, Mass., to L. S. WOOD, General Contractor, for the sum of \$2675.00.

Voted to Award Contract

December 20, 1933

Ordered, County Treasurer authorized and directed to pay sum of \$229.38 to Town of Agawam on acct. of County's proportion of cost of work done on Suffield Street.

Orders

Ordered, that the sum of \$500. be paid from County Treasury to Town of Brimfield for work done on Brookfield Road.

Ordered that the sum of \$1,000. be paid from County Treasury to the Town of Chester for work done on Chester Hill Road (also known as Sky Line Trail).

Ordered, that the sum of \$1,000. which is balance of County's proportion of cost of work done on East River Road be paid from County Treasury to Town of Chester.

Ordered, County Treasurer authorized and directed to pay \$276.29 to City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Road.

Ordered, County Treasurer authorized and directed to pay \$400. to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road also known as Mashapaug Road.

Ordered, County Treasurer authorized and directed to pay \$215.35 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street.

Ordered, County Treasury authorized and directed to pay \$58. to Town of Monson on acct. of County's proportion of cost of work done on Wales Road.

Ordered, County Treasurer authorized and directed to pay \$978.10 to Town of Palmer on acct. of County's proportion of cost of work done on Three Rivers, Forest Lake and Red Bridge Road also known as Three-Rivers-Ludlow Road.

Oct. Meeting 1933

Orders

December 20, 1933

Ordered, County Treasurer authorized and directed to pay \$1,200. to Town of Palmer on acct. of County's proportion of cost of work done on Thorndike Road.

Ordered, that the sum of \$17.76 which is balance of County's proportion of cost of work done on Monson Road be paid from County Treasury to Town of Wales.

Ordered, County Treasurer authorized and directed to pay \$198. to Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

Ordered, that the sum of \$2,000. be paid from County Treasury to City of Westfield for work done on bridge over Powder Mill Brook on North Elm Street.

Ordered, that the sum of \$2,000. be paid from County Treasury to City of Westfield for work done on Feeding Hills Road.

Ordered, County Treasurer authorized and directed to pay \$199.24 to Town of West Springfield on acct. of County's proportion of cost of work done on Westfield Road.

Ordered, County Treasurer authorized and directed to pay \$31.68 to Town of West Springfield on acct. of County's proportion of cost of work done on Morgan Road.

Damages Done
By Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

December 20, 1933

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

CLERK.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of December, being the twenty-sixth day of said month, and on the twenty-seventh, twenty-eighth and by adjournment on the twenty-ninth day of December, in the year of our Lord One Thousand Nine Hundred and Thirty-Three.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

And by adjournment on the third day of January and from time to time to the fourth day of April in the year of our Lord One Thousand Nine Hundred and Thirty-Four.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

On said third day of January, the Board, consisting of Thomas J. Costello, Charles W. Bray and Maurice G. Donahue, Esquires, proceed to the choice of a Chairman. The whole number of votes cast is three, of which Thomas J. Costello has two and is chosen Chairman of the Board for the year ensuing.

To the County Commissioners of the County of Hampden.

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity requires--that the highway leading from East Longmeadow Centre to the Springfield line and known as Pleasant Street and Porter Road, (also known as Wilbraham Road) be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 8 and extend Northeasterly for a distance of 2250 feet, more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this seventh day of November 1933.

John L. Malmstrom

Sanford P. Nooney

Board of Selectmen
Town of East Longmeadow

The foregoing petition was entered on the 8th day of November 1933, and due proceedings having been had thereon, on the 26th day of December 1933, said Commissioners file the following Final Decree, to wit:

East Longmeadow, Selectmen of the Town of, Petrs. for specific repairs on Pleasant St. and Porter Rd (also known as Wilbraham Rd) beginning at station 8 and extending northeasterly for a distance of 2250 feet more or less, and for aid.

Dec. Meeting 1933

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 26, 1933

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Pleasant Street and Porter Road (also known as Wilbraham Road) beginning at station 8 and extending northeasterly for a distance of 2250 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-ninth day of November, A. D. 1933, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in East Longmeadow, leading to Wilbraham and known as Porter Road or Wilbraham Road, to grade, surface with gravel and tar mixed-in-place, and otherwise improve about 2250 feet, the work to begin at the end of the section built under contract No. 4188 in 1933, at station 8+0 and extend in a northeasterly direction to station 30+50; these repairs to be made in accordance with specifications of the Department of Public Works-Division of Highways.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow the unexpended balance from the Allen Street allotment of Three Thousand Dollars (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Orders

December 27, 1933 Ordered, that the sum of \$213.48 which is balance of County's proportion of cost of work done on Warren and Holland Roads be paid from County Treasury to Town of Brimfield.

December 29, 1933 Ordered, County Treasurer authorized and directed to pay sum of \$56.51 to City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Road.

Ordered that the sum of \$3,000. be paid from County Treasury to Town of East Longmeadow for work done on Allen Street and Pleasant Street and Porter Road (also known as Wilbraham Road).

Ordered, County Treasurer authorized and directed to pay \$50. to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road also known as Mashapaug Road.

Ordered, that the sum of \$433.43 which is balance of County's proportion of cost of work done on Miller Street be paid from County Treasury to Town of Ludlow.

Dec. Meeting 1933

December 29, 1933

Ordered that the sum of \$1,337.91 which is balance of County's proportion of cost of work done on Parker Street be paid from County Treasury to City of Springfield.

Orders

Ordered, County Treasurer authorized and directed to pay \$85. to Town of Wales on acct. of County's proportion of cost of work done on Monson Road. Contract No. 4074.

Ordered, County Treasurer authorized and directed to pay \$25.15 to Town of West Springfield on acct of County's proportion of cost of work done on Morgan Road.

January 3, 1934

Voted, to appoint the firm of Ely, Giles and Ely of Springfield, Hampden County, Massachusetts, as Counsel for the Hampden County Commissioners for the year 1934, and said firm is hereby appointed.

Appointment
Ely, Giles & Ely
Counsel

Voted to appoint Dr. Joseph H. Lussier of Springfield, as Physician for the boys at the Hampden County Training School for the year 1934, and he is hereby appointed.

Appointment
Dr. Jos. H. Lussier
Training School

Voted to appoint William T. Keefe of Westfield, Hampden County, Massachusetts, as Dog Officer for the County of Hampden for the year 1934, and he is hereby appointed.

Appointment
William T. Keefe
Dog Officer.

Ordered, County Treasurer authorized and directed to pay sum of \$10,878.61 received as rentals from Springfield Street Railway Company and New England Telephone and Telegraph Company under contracts with County of Hampden with reference to Hampden County Memorial Bridge, to certain cities, towns and county.

Rentals
H.C.M. Bridge

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting January 3, 1934

ORDERED: that John J. Murphy, County Treasurer be authorized and he is hereby directed to pay the sum of TEN THOUSAND EIGHT HUNDRED SEVENTY-EIGHT DOLLARS AND SIXTY-ONE CENTS (\$10,878.61) received as rentals from the Springfield Street Railway Company and the New England Telephone and Telegraph Company, under a contract with the County of Hampden with reference to the use of the Hampden County Memorial Bridge, so called, by said companies to the following:

City of Springfield	51%	\$4,548.10
County of Hampden	31%	3,372.37
Town of West Springfield	12%	1,305.44
City of Holyoke	3%	326.35
City of Westfield	2%	217.57
Town of Agawam	1%	108.78
		<u>\$10,878.61</u>

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden

Dec. Meeting 1933

Order to
Transfer

January 3, 1934

Order to Transfer (1)

Hampden, ss.

COMMONWEALTH OF MASSACHUSETTS
Springfield, January 3, 1934

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Auditors, Masters and Referees in said County, said County Commissioners hereby authorize the County Treasurer to transfer from Money in the Treasury not otherwise appropriated the sum of One Thousand Forty-five dollars and Seventy six cents (\$1,045.76) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello }
Chas. W. Bray } County
Maurice G. Donahue } Commissioners.

Thomas J. Costello
Chosen Chairman

January 4, 1934

Thomas J. Costello, Esquire, of Springfield,
chosen by ballot, Chairman, for ensuing year.

Order to Arrest

Order to arrest James Kelly of Springfield, holder
of permit to be at liberty.

Order

January 10, 1934

Ordered, County Treasurer authorized and directed
to pay \$178.89 to City of Chicopee on acct. of
County's proportion of cost of work done on
Montgomery Road. No. 68-1933.

Order to Arrest
Revoked

Ordered, that the order to arrest James Kelly of
Springfield, holder of permit to be at liberty,
issued January 4, 1934, is hereby revoked.

Maintenance
Hampshire County
Sanatorium

January 17, 1934

Ordered, apportionment of expenses of maintenance
of Hampshire County Sanatorium upon the towns
and one city in Hampden County.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting January 17, 1934

ORDERED: That the expense of maintenance of the Hampshire
County Sanatorium under the provisions of a contract
between the County of Hampden and County of Hampshire
and under the provision of the General Laws, Chapter
111, Section 85, as amended by the Acts of 1923,
Chapter 113, Sections 1 and 2 and the Acts of 1929
Chapter 184 be apportioned upon the following towns
and one city in the County of Hampden and in the
amounts set forth, to wit:-

Agawam	\$ 1,277.11
Blandford	102.54
Brimfield	158.47
Chester	214.40
East Longmeadow	540.67
Granville	242.37
Hampden	93.22
Holland	27.96

Longmeadow	\$1,510.26
Ludlow	1,183.89
Monson	512.71
Montgomery	37.28
Palmer	1,463.62
Russell	587.28
Southwick	261.01
Tolland	46.61
Wales	55.93
West Springfield	3,794.15
Westfield	2,861.95
Wilbraham	419.49
	<u>\$15,390.92</u>

Said amounts so apportioned on said towns and one city to be paid to the County Treasurer of the County of Hampden on or before March 1, 1934.

Thos. J. Costello

Chas. W. Bray

Maurice G. Donahue

County Commissioners of the
County of Hampden.

January 19, 1934

County Estimate

County Estimate

January 24, 1934

Ordered, that the sum of \$618.77 which is balance of County's proportion of cost of work done on Granby Road be paid from County Treasury to Town of Granville. Case No. 53-1933.

Order

Ordered, County Treasurer authorized and directed to pay \$10,563.67 to the County of Hampshire which is County of Hampden's share of expense of maintenance of Mt. Tom State Reservation under Chapter 264 of the Acts of 1903.

Maintenance
Mt. Tom State
Reservation.

COUNTY COMMISSIONERS' MEETING

January 24, 1934

ORDERED: that John J. Murphy, County Treasurer, be authorized and he is hereby directed to pay to the County of Hampshire for the County of Hampden's share of expense of maintenance of Mt. Tom State Reservation the sum of TEN THOUSAND FIVE HUNDRED SIXTY-THREE DOLLARS and SIXTY-SEVEN CENTS (\$10,563.67) under Chapter 264 of the Acts of 1903, in the following payments:

January 25, 1934	\$3,000.
March 28, "	2,000.
June 27, "	2,000.
September 26, "	3,563.67
	<u>\$10,563.67</u>

Thos. J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Dec. Meeting 1933

Authorized to
Borrow Money

January 31, 1934

Ordered, County Treasurer authorized to borrow an amount not exceeding \$550,000. under General Laws Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting January 31, 1934

ORDERED: that under authority of and in compliance with Section 37, Chapter 35 of the General Laws and Acts amendatory thereof and in addition thereto, the Commissioners may borrow from time to time an amount not exceeding FIVE HUNDRED FIFTY THOUSAND DOLLARS (\$550,000.) in anticipation of, and to be repaid from the County Tax of the current year, and to issue therefor negotiable notes of the County, with or without interest, signed by the Treasurer, countersigned and approved by at least a majority of the County Commissioners, and expressly made payable from the taxes of the current year. Said notes shall bear the certificate of the Old Colony Trust Company, Boston, Mass., or that of the First National Bank of Boston, Mass. If without interest, they shall be sold at such discount as the Commissioners may deem proper, otherwise they shall bear such rate of interest as the County Treasurer with the approval of the County Commissioners may fix, but shall not be sold for less than par. Said notes may be sold at public or private sale as the Treasurer may determine. Other particulars as to form, issuance and sale shall be determined by the Treasurer, subject to the approval of the County Commissioners.

Thos. J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Annual Report

February 28, 1934

Annual Report

Released from
Training School
on parole

March 7, 1934

Released from Hampden County Training School on parole, Russell O'Brien.

Resignation of
Hormisdas Boucher
Assoc. Commissioner

March 8, 1934

Resignation of Hormisdas Boucher, Associate Commissioner. (See June 6, 1934).

Voted to Award
Notes

March 28, 1934

Voted to award County of Hampden tax notes #495 to 508 inclusive dated March 29, 1934 due November 8, 1934, aggregating \$200,000. to The Third National Bank and Trust Company of Springfield, Mass., at .58% discount.

Order

Ordered, that the sum of \$756.27 which is balance of County's proportion of cost of work done on Westfield Street be paid from County Treasury to the Town of West Springfield. Case No. 32-1933.

Dec. Meeting 1933

Damages Done
By Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting
to the sum of

April 4, 1934

Hampden, ss:

Judgment is entered up according to reports etc. and all
matters not acted upon are ordered to be continued and this meeting
is adjourned without day.

Attest:-

Clerk.

April Meeting 1934

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden on the second Tuesday of April, being the tenth day of said month and from time to time to the twentieth day of June, in the year of our Lord one thousand nine hundred and thirty-four.

Present:

Thomas J. Costello, Esquire, Chairman)	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

Appointment
Mrs. W.G. Dwight
Trustee

April 10, 1934

Voted, to re-appoint Mrs. W. G. Dwight of Holyoke, a member of the Board of Trustees for County Aid to Agriculture. Term of office, April 1, 1934 to April 1, 1937.

Appointment
Horace W. Moses
Trustee

Voted, to re-appoint Mr. Horace A. Moses of Russell, a member of the Board of Trustees for County Aid to Agriculture. Term of office, April 1, 1934 to April 1, 1937.

Appointment
F. A. Upham
Trustee

Voted, to re-appoint Mr. F. A. Upham of Wilbraham, a member of the Board of Trustees for County Aid to Agriculture. Term of office, April 1, 1934 to April 1, 1937.

Resignations
Mr. & Mrs. W.H. McGarry
Training School

May 9, 1934

Resignations of Mr. and Mrs. William H. McGarry as Superintendent and Matron of the Hampden County Training School.

Voted to Accept
Resignations of
Mr. & Mrs. W.H. McGarry

May 16, 1934

Voted, to accept the resignations of Mr. & Mrs. William H. McGarry as Superintendent and Matron of the Hampden County Training School.

Orders

May 23, 1934

Ordered, County Treasurer authorized and directed to pay \$150.00 to the Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road, also known as Mashapaug Road. Case No. 55 - 1933.

May 31, 1934

Ordered, County Treasurer authorized and directed to pay sum of \$104.45 to the City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68 - 1933.

Ordered, County Treasurer authorized and directed to pay sum of \$194.77 to Town of West Springfield on acct. of County's proportion of cost of work done on Morgan Road. Case No. 59 - 1933.

June 6, 1934

Ordered, County Treasurer authorized and directed to pay \$150. to the Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road also known as Mashapaug Road. Case No. 55 - 1933.

Ordered, County Treasurer authorized and directed to pay \$100. to Town of Palmer on acct. of County's proportion of cost of work done on Thorndike Road. Case No. 64 - 1933.

April Meeting 1934

June 6, 1934

Resignation of Hormisdas Boucher, Associate Commissioner. (See March 8, 1934).

Resignation of Hormisdas Boucher

Voted, that the resignation of Hormisdas Boucher, Associate Commissioner, be accepted.

Resignation of Hormisdas Boucher Accepted

Ashley N. Boucher of Ludlow appointed Associate Commissioner, in place of Hormisdas Boucher, resigned.

Appointment of Ashley N. Boucher Assoc. Commission.

Certified copy of decree of the Selectmen of PALMER altering and relocating Thorndike Street in the Depot Village of said Town near its intersection with Main Street, also certified copy of the votes of the Town accepting and allowing said alteration and relocation.

Alterating and Relocating Thorndike St., Palmer.

To the County Commissioners of Hampden County:

I, John T. Brown, Town Clerk of Palmer, in compliance with the provisions of Section 18 of Chapter 82 of the General Laws, hereby forward to your Honorable Board a certified copy of the decree of the Selectmen of Palmer altering and relocating Thorndike Street in the Depot Village of said town, near its intersection with Main Street, and a certified copy of the vote passed by the inhabitants of Palmer at a special town meeting duly called and held on Monday, May 28, 1934, accepting and allowing said alteration and relocation.

(seal)

John T. Brown
Town Clerk.

Palmer, June 1, 1934.

ALTERATION AND RELOCATION OF A PORTION OF
THORNDIKE STREET IN THE DEPOT VILLAGE OF PALMER.

COMMONWEALTH OF MASSACHUSETTS

County of Hampden }
Town of Palmer } ss

April 5, 1934

BOARD OF SELECTMEN

WHEREAS, Charles A. Tabor and nine others have petitioned the undersigned, Board of Selectmen of the Town of Palmer, representing that common convenience and necessity require that the portion of Thorndike Street in the Depot Village of said town running from the intersection of said Thorndike Street with Main Street northerly to a point about one hundred twenty-five feet from said intersection shall be altered and relocated and the boundaries thereof established; and

WHEREAS, a written notice of the intention of said Board of Selectmen to alter and relocate said way and ascertain and determine the boundaries thereof was served by order of said Board of Selectmen upon the American Oil Company, owner of the land abutting upon said street and of the land over which said street is supposed to be laid out, altered and relocated, and such notice was also posted on the public bulletin board in the Holbrook Building in said Depot Village, seven days before the fifth day of April, 1934, the date of the view and hearing upon said petition, as required by law; and

WHEREAS, a public hearing was had upon said petition in accordance with said notice on the fifth day of April, 1934, at three o'clock in the afternoon, at which hearing said Board of Selectmen heard parties interested, the premises having been viewed by said Selectmen previous to said hearing; and

April meeting 1934

WHEREAS, the matter has been duly considered by said Board of Selectmen, it is

ADJUDGED that common convenience and necessity require that said public way shall be altered and relocated so as to include within and make a part of said Thorndike Street the following described land:

Beginning at a stake in the westerly line of Thorndike Street, said stake being eighty-four (84) feet southwesterly from an iron pin making the southerly boundary of the land of Jane E. Carpenter; thence South $40^{\circ} 6'$ West sixty-two and $61/100$ (62.61) feet to a point; thence on a curve to the right, said curve having a radius of twenty-five and $63/100$ (25.63) feet and a length of fifty and $14/100$ feet, to the northerly line of North Main Street; thence South $30^{\circ} 43'$ East along the northerly line of North Main Street to the point of tangency of the present curve in the inner side of the sidewalk; thence on said curve, having a radius of eighteen and $04/100$ (18.04) feet and a length of thirty-nine and $07/100$ (39.07) feet to the westerly side of Thorndike Street; thence along the westerly side of Thorndike Street seventy-eight (78) feet to the place or point of beginning. The land above described belongs to The American Oil Company.

And your Board of Selectmen respectfully report said alteration and relocation to the town for its acceptance.

Witness our hands at Palmer this fifth day of April in the year 1934.

Louis Marhelewicz	} Selectmen of Palmer.
David B. Smith	
Daniel J. Dunn	

A true copy, Attest:
John T. Brown
Town Clerk.

(Seal)

VOTE

"VOTED:

That the town accept and allow the alteration and relocation of a part of Thorndike Street in the Depot Village, as made by the Selectmen, so as to include within and make a part of said Thorndike Street the following described land: Beginning at a stake in the westerly line of Thorndike Street, said stake being eighty-four (84) feet southwesterly from an iron pin marking the southerly boundary of the land of Jane E. Carpenter; thence South $40^{\circ} 6'$ West sixty-two and $61/100$ (62.61) feet to a point; thence on a curve to the right, said curve having a radius of twenty-five and $63/100$ (25.63) feet and a length of fifty and $14/100$ (50.14) feet to the northerly line of North Main Street; thence South $30^{\circ} 43'$ East along the northerly line of North Main Street to the point of tangency of the present curve in the inner side of the sidewalk; thence on said curve, having a radius of eighteen and $04/100$ (18.04) feet and a length of thirty-nine and $07/100$ (39.07) feet to the westerly side of Thorndike Street; thence along the westerly side of Thorndike Street seventy-eight (78) feet to the place or point of beginning."

A true copy,
Attest:

(Seal)

John T. Brown
Town Clerk.

April Meeting 1934

June 14, 1934

Ordered, County Treasurer authorized and directed to pay to County of Hampshire for County of Hampden's share of expense of maintenance of Mt. Tom State Reservation, \$4,000. this amount in excess of the one provided in order dated Jan. 24, 1934.

Maintenance
Mt. Tom State
Reservation

June 20, 1934

Voted, to accept the provisions of Chapter 273 of the Acts of 1934 - An Act authorizing the County of Hampden to provide a pension for the widow of Merritt W. Hayden.

Pension
for widow of
Merritt W. Hayden

Ordered, County Treasurer authorized and directed to pay sum of \$268.43 to Town of Agawam on acct. of County's proportion of the cost of work done on Suffield Street. Case No. 36 - 1933.

Orders

Ordered, County Treasurer authorized and directed to pay \$306.15 to City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68 - 1933.

Ordered, County Treasurer authorized and directed to pay \$377.44 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 37 - 1933.

Ordered, County Treasurer authorized and directed to pay \$414.60 to Town of West Springfield on acct. of County's proportion of cost of work done on Morgan Road. Case No. 59 - 1933.

Damages Done
By Dogs

Land Damages

Sundry accounts being presented, are allowed, and the same amounting to the sum of

Sundry Accounts

June 20, 1934

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

Clerk.

June Meeting 1934

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, being the twenty-sixth day of said month and from time to time to the twenty-seventh day of September, in the year of our Lord One Thousand Nine Hundred and Thirty-Four.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

Southwick, Selectmen of, Petrs. for relocation, alterations and specific repairs on South Longyard Road, the work to begin where work terminated in 1933 and extend toward Suffield Conn. for a distance of one-half mile more or less, and for aid.

33

To the Honorable County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the highway leading from Southwick to Suffield, Connecticut, and known as the South Longyard Road, be relocated; that alterations be made in its course and width; and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the point where the last work terminated in 1933 and extend toward said Suffield, Connecticut, for a distance of one-half mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and this Town.

Dated this seventeenth day of April A. D. 1934.

A. F. Johnson	} Selectmen of Southwick.
Philip K. Hall	
Enfred Anderson	

The foregoing petition was entered on the 21st day of April 1934, and due proceedings having been had thereon, on the 12th day of September 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 12, 1934

On the petition of the Selectmen of Southwick for relocation, alterations and specific repairs on South Longyard Road, the work to begin where work terminated in 1933 and extend toward Suffield, Conn., for a distance of one-half mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirty-first day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said

Commissioners order the following repairs made on road in Southwick, leading to Suffield, Connecticut, and being known as South Longyard Road, to grade, surface with bituminous macadam and otherwise improve about 1,940 feet, the work to begin at the end of the section of said road improved in 1933, station 65+60, and extend easterly to station 85+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Southwick.

Thomas J. Costello)
 Chas. W. Bray) County
 Maurice G. Donahue) Commissioners
 of the County
 of Hampden.

To the County Commissioners of the County of Hampden:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from NORTH WILBRAHAM to LUDLOW CENTER and known as MILLER STREET be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 42+ and extend Northerly a distance of 6000 feet more or less.

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of April, 1934.

 Chairman,
John J. Whitehouse Board of
Raymond L. Warren Selectmen

The foregoing petition was entered on the 23rd day of April 1934, and due proceedings having been had thereon, on the 12th day of September 1933, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 12, 1934

On the petition of the Selectmen of the Town of Ludlow for relocation, alterations and specific repairs on Miller Street, the work to begin at station 42+ and extend Northerly a distance of 6000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the

Ludlow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Miller Street, the work to begin at station 42+ and extend Northerly a distance of 6000 feet more or less, and for aid.

said Commissioners did on the eighteenth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Miller Street in Ludlow as follows: the sub-base where required shall consist of gravel as specified; the base course shall consist of broken stone bound with sand as specified and shall have a normal thickness of three and one half (3-1/2) inches after rolling; the surface course shall consist of Bituminous Macadam as specified and shall be two and one half (2-1/2) inches thick after rolling. The bituminous material shall consist of asphalt. This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The work is to begin at about station 42+50 on Miller Street at the northerly end of the 1933 work and extending thence on said Miller Street in a general northerly direction for a distance of about 3800 feet to about station 80+50.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Agawam, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Suffield St. the work to begin at end of 1933 work and extend in a southerly direction for a distance of 5000 feet more or less, and for aid.

35

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Agawam, in said County, that common convenience and necessity require that the highway leading from Agawam Bridge to Connecticut State Line and known as Suffield Street be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of 1933 work, and extend in a southerly direction for a distance of 5000 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Sixth day of April 1934

John L. Burke

Walter S. Kerr

Clarence A. Duclos

Selectmen of the Town of Agawam

COMMONWEALTH OF MASSACHUSETTS

On the petition of the Selectmen of the Town of Agawam for relocation, alterations and specific repairs on Suffield Street, the work to begin at end of 1933 work and extend in a southerly direction for a distance of 5000 feet more or less and for aid.

The work is to begin at about station 28+00 on Suffield Street at the southerly end of the 1933 work and extend thence on said Suffield Street in a general southerly direction for a distance of about 2050 feet to about station 48+50.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Agawam.

Thos. J. Costello)
Chas. W. Bray)County
Maurice G. Donahue)Commissioners
of the County
of Hampden.

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town Blandford in said County, that common convenience and necessity requires that the highway leading from Blandford to Russell town line and known as Russell road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin near residence of Walter Allan and extend in an easterly direction from sta. 21 to sta. 25 and from sta. 51 for

Blandford, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Russell Rd. the work to begin near residence of Walter Allan (from sta. 21 to sta. 25 and from sta. 51 for a distance of 2000 ft more or less) and extend in an easterly direction to near residence of J. P. Haley, a distance of 2500 ft. more or less, in all, and for aid.

June Meeting 1934

a distance of 2000 ft. more or less, to near residence of J. P. Haley, a distance of 2500 feet more or less in all.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this 27th day of April 1934.

N. L. Haines }
W. V. Bodurtha } Selectmen
A. H. Smith } of the Town
 } of Blandford.

The foregoing petition was entered on the 30th day of April 1934, and due proceedings having been had thereon, on the 29th day of August 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden,ss: County Commissioners' Meeting August 29, 1934.

On the petition of the Selectmen of the Town of Blandford for relocation, alterations and specific repairs on Russell Road, the work to begin near residence of Walter Allan (from sta. 21 to sta. 25 and from sta. 51 for a distance of 2000 ft more or less) and extend in an easterly direction to near residence of J.P.Haley, a distance of 2500 ft more or less, in all, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road in Blandford, leading to Russell, and being known as Russell Road, to grade, surface with gravel and with stone retread about 2,350 feet, the work to begin at the end of the section of said road improved in 1933, station 50+50, and extend easterly to station 69, a distance of 1,850 feet; beginning again at station 3 and extending easterly to station 8, a distance of 500 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed ONE THOUSAND SEVEN HUNDRED DOLLARS (\$1,700.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Blandford.

Thos. J. Costello }
Chas. W. Bray } County
Maurice G. Donahue } Commissioners
 } of the County
 } of Hampden.

June Meeting 1934

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Blandford in said County, that common convenience and necessity requires that the highway leading from Blandford to Russell and known as Russell road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 25 and extend in an easterly direction to station 51 a distance of 2500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 27th day of April 1934.

N. L. Haines	} Selectmen of the Town of Blandford
W. V. Bodurtha	
A. H. Smith	

The foregoing petition was entered on the 30th day of April 1934, and due proceedings having been had thereon, on the 29th day of August 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 29, 1934

On the petition of the Selectmen of the Town of Blandford for specific repairs on Russell Road, the work to begin at station 25 and extend in an easterly direction to station 51, a distance of 2500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road in Blandford, leading to Russell, and being known as Russell Road, to grade, surface with gravel and with stone retread, and otherwise improve about 3,450 feet, the work to begin at the beginning of the 1933 work, station 25+50, and extending westerly to station 16, a distance of 950 feet; beginning again at station 25+50 and extending easterly to station 50+50, a distance of 2500 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.) towards the repairing of this highway.

Blandford, Selectmen of the Town of, Petrs. for specific repairs on Russell Road, the work to begin at station 25 and extend in an easterly direction to station 51, a distance of 2500 feet more or less, and for aid.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Blandford.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Blandford, Selectmen of the Town of, Petrs. for specific repairs on Barrington Turnpike leading from Blandford to Otis Town Line, the work to begin at sta. 28+50 to sta. 43+0; at sta. 98+0 to sta. 126+0; and at sta. 161+50 to sta. 218+0; a distance of 9900 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Blandford in said County, that common convenience and necessity requires that the highway leading from Blandford to Otis town line and known as Barrington turnpike be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at sta. 28+50 to sta. 43+0 built 1930, - at sta. 98+0 to sta. 126+0 built 1928, - at sta. 161+50 to sta. 218+0 built 1930, - extending in a westerly direction, a distance of 9900 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this 27th day of April 1934.

N. L. Haines)
W. V. Bodurtha) Selectmen
A. H. Smith) of the Town
of Blandford.

The foregoing petition was entered on the 30th day of April 1934, and due proceedings having been had thereon, on the 29th day of August 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 29, 1934

On the petition of the Selectmen of the Town of Blandford for specific repairs on Barrington Turnpike leading from Blandford to Otis Town Line, the work to begin at station 28+50 to station 43+0; at station 98+0 to station 126+0; and at station 161+50 to station 218+0; a distance of 9900 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road in Blandford leading from Otis, and being known as the Otis-Blandford Road, (also Barrington Turnpike) to repair, treat with bituminous material and otherwise improve about 9,900 feet, the work to begin at the beginning of the section of road improved in 1928, station 98, and extend easterly to station 126; beginning again at the beginning of the section of road improved in 1930, station 28+50, and extend easterly to station 43; and

beginning again at station 161+50 and extend easterly to station 218+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed THREE HUNDRED DOLLARS (\$300.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Blandford.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as Union Street, said West Springfield, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Park Avenue and extending southerly a distance of Forty-five Hundred (4500) feet, more or less.

West Springfield,
Selectmen of, Petrs.
for relocation, alterations and specific
repairs on Union
Street, the work to
begin at Park Avenue
and extend southerly
for a distance of
4500 feet more or
less and for aid.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this first day of May, 1934.

Henry S. Johnston

James R. Dearden

Harrison L. Hart

Selectmen of West Springfield.

The foregoing petition was entered on the 9th day of May 1934, and due proceedings having been had thereon, on the 12th day of September 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 12, 1934

On the petition of the Selectmen of the Town of West Springfield for relocation, alterations and specific repairs on Union Street, the work to begin at Park Avenue and extend southerly for a distance of 4500 feet more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge

that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Union Street in West Springfield as follows:

Sub-Base. The sub-base where required shall consist of gravel as specified.

Base Course. The base course shall consist of broken stone as specified, spread to the width and depth as shown on the plans and shall have a maximum thickness of four and one-half (4-1/2) inches after rolling. At all street approaches the thickness of the base course shall be three and one half (3-1/2) inches after rolling. Where directed the present surfacing shall be loosened and thoroughly broken up by spiking with the picks of a Power Roller or otherwise, and the new broken stone laid. This work will be included in the price paid per ton of broken stone and will not be additional thereto.

Surface Course. The surface course shall consist of bituminous macadam as specified, except that the broken stone shall be No. 2 stone and shall be two and one half (2-1/2) inches thick after rolling. The bituminous material shall consist of asphalt emulsion conforming to the requirements. The rates of application of the asphalt emulsion shall be one and three-quarters (1-3/4) gallons per square yard of surface for the first application and one half (1/2) a gallon per square yard of surface for the seal coat.

This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The work is to begin at about station 0+00 on Union Street at Park Street and extending thence on said Union Street in a general southeasterly direction for a distance of about 4400 feet to about station 44+00 about 75 feet west of School Street.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed TEN THOUSAND DOLLARS (\$10,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of West Springfield.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Chester, Selectmen of,
Peters, for relocation,
alterations and speci-
fic repairs on East
River Road, the work
to begin at end com-
pleted in 1933, for
a distance to be de-
termined by the State
Engineers, and for
aid.

May 7th, 1934.
TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.
Respectfully represent the undersigned, Selectmen of Chester, in
said County, that common convenience and necessity require that the
highway known as East River Road in Chester running from Huntington,
Northerly to West Worthington be relocated, that alterations be made
in its course and width, and that said road be specifically repaired
by grading, resurfacing or hardening and otherwise repaired as may be
necessary, beginning at the end completed in 1933, for a distance to
be determined by the State Engineers.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town of Chester.

Dated this 7th day of May 1934.

Thomas Rose

Leon J. Kelso

John E. Cooney

Selectmen of Chester.

The foregoing petition was entered on the 9th day of May 1934, and due proceedings having been had thereon, on the 26th day of September 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 26, 1934

On the petition of the Selectmen of Chester for relocation, alterations and specific repairs on East River Road, the work to begin at end completed in 1933, for a distance to be determined by the State Engineers, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road in Chester leading from Huntington to Worthington and being known as East River Road, to grade, surface with gravel and stone retread and otherwise improve about 5,850 feet, the work to begin at the beginning of the section improved in 1933, station 219+50 and extend northerly to station 236, and beginning again at station 14 and extend northerly to station 56; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Chester.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

June Meeting 1934

Chester, Selectmen of, Petrs. for specific repairs and a guard rail on the steep slopes on Middlefield Road, the work to begin at the Middlefield Line and extend southerly to the Chester Town Hall, a distance of about two miles, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN: May.7th.1934.

Respectfully represent the undersigned, Selectmen of Chester, in said County, that common convenience and necessity require that the highway known as Middlefield Road in Chester, running from Main St. Northerly to Middlefield be specifically repaired by re-surfacing, hardening the shoulders, and a guard rail on the steep slopes and otherwise repaired as may be necessary, the work to begin at the Middlefield Line and extend southerly to the Chester Town Hall, a distance of about 2 miles.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs, and order them to be made, and that said County contribute to the expense of the same together with an appropriation from the State and Town.

Dated this seventh day of May 1934.

Thomas Rose

Leon J. Kelso

John E. Cooney

Selectmen of Chester.

The foregoing petition was entered on the 9th day of May 1934, and due proceedings having been had thereon, on the 12th day of September 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 12, 1934

On the petition of the Selectmen of Chester for specific repairs and a guard rail on the steep slopes on Middlefield Road, the work to begin at the Middlefield Line and extend southerly to the Chester Town Hall, a distance of about two miles, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road in Chester leading to Middlefield, and being known as Middlefield Road, to repair, treat with bituminous material and otherwise improve about 15,500 feet, the work to begin at Chester Village, station 0, and to extend northerly to station 155; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

June Meeting 1934

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Chester.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as Piper Cross Road in said West Springfield be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the intersection of Morgan Road with Piper Cross Road and extending in a southwesterly direction on said Piper Cross Road, a distance of eight hundred (800) feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this fifteenth day of May, 1934.

Henry S. Johnston

James R. Dearden

Harrison L. Hart

Selectmen of West Springfield.

The foregoing petition was entered on the 25th day of May, 1934, and due proceedings having been had thereon, on the 1st day of August 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 1, 1934

On the petition of the Selectmen of the Town of West Springfield for specific repairs on Piper Cross Road, the work to begin at the intersection of Morgan Road with Piper Cross Road and extend in a southwesterly direction on said Piper Cross Road a distance of 800 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Piper Cross Road in the Town of West Springfield, as follows: the sub-base where required shall consist of gravel, spread for a width of 24 feet and to a depth of ten (10) inches at the sides and center; the base course shall consist of broken stone, spread for a width of 24 feet and having a normal thickness of four (4) inches after rolling; the surface

West Springfield, Selectmen of Petrs. for specific repairs on Piper Cross Road, the work to begin at the intersection of Morgan Road with Piper Cross Road and extend in a southwesterly direction on said Piper Cross Road, a distance of 800 ft more or less, and for aid.

course shall consist of bituminous macadam, and shall be two (2) inches thick after rolling; the bituminous material shall consist of asphalt. This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case. The work is to begin at about station 23+50 on Morgan Road at the junction of Riverdale Road and at the end of work done in 1933, and extending thence on said Morgan Road and on Piper Cross Road in a general westerly direction for a distance of about 850 feet to about station 32+00.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed ONE THOUSAND THREE HUNDRED DOLLARS (\$1,300.00), towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of West Springfield.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Tolland, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on New Boston Road, the work to begin at Tolland Center and extend in a westerly direction to the Minor Place, a distance of 6400 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Tolland in said County, that common convenience and necessity require that the highway leading from Tolland Center to New Boston and known as New Boston Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Tolland Center and extend in a westerly direction to the Minor Place a distance of 6400 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 9th day of June 1934.

Kenneth F. Hale)
Lyman C. Clark) Selectmen
Franklin E. Waugh) of the Town
of Tolland.

The foregoing petition was entered on the 12th day of June, 1934, and due proceedings having been had thereon, on the 12th day of September, 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 12, 1934

On the petition of the Selectmen of the Town of Tolland for relocation, alterations and specific repairs on New Boston Road, the work to begin at Tolland Center and extend in a westerly direction to the Minor Place, a distance of 6400 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirty-first day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Tolland leading to New Boston being known as the New Boston Road, to grade, surface with gravel and stone retread and otherwise improve 6200 feet, the work to begin at the end of 1933 retread surface at station 120 and extend westerly to station 182. The road shall be graded to a width of 28 feet in cuts and 24 feet on embankments; the upper 12-inch of the subgrade between stations 158 and 176 to consist of bank-run gravel spread for a width of 18 feet. The upper 12-inch of subgrade between stations 176 to 182 to consist of bank-run gravel spread for a width of four feet. Outside the graded roadway the slope shall be extended as directed by the Engineer. Upon the graded roadway between stations 158 and 182 gravel surface shall be constructed in accordance with sections 19 to 22 of the standard specifications of the Department of Public Works, said surface to be 18 feet wide and three inches deep. Rolling of the gravel surface will not be required. Between Stations 120 and 158 a prime coat of tar shall be applied at the rate of 1/4 of a gallon to the square yard of road surface. Upon the graded roadway between said stations 120 and 158 a stone retread surface shall be constructed in accordance with the Addendum I attached in agreement of the Department of Public Works-Division of Highways, said surface to be 18 feet wide and 2 inches deep. At station 164 a concrete box shall be constructed at the spring as directed by the Engineer. Station 180+163 present culvert shall be extended to 12 feet of 30-inch coated corrugated metal pipe, said culvert to have concrete highway walls. Station 129 present culvert shall be extended to 6 feet of 12-inch coated corrugated metal pipe, said culvert to have a concrete head wall on the south side. This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Tolland.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on Holland Road, the work to begin at the Brimfield-Holland town line and extend in a northerly direction for a distance of 2.50 miles more or less, and for aid.

51

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Brimfield in said County, that common convenience and necessity requires that the highway leading from Brimfield to Holland and known as the Holland Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Brimfield-Holland town line and extend in a northerly direction for a distance of 2.50 miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this 9th day of June 1934.

Frank B. Haley
Harold C. Pease
Edward J. Killian

Selectmen of the Town of Brimfield

The foregoing petition was entered on the 14th day of June 1934, and due proceedings having been had thereon, on the 8th day of August 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 8, 1934

On the petitions of the Selectmen of the Town of Brimfield for specific repairs on Holland Road, the work to begin at the Brimfield-Holland town line and extend in a northerly direction for a distance of 2.50 miles more or less, and for aid; for specific repairs on Warren Road, the work to begin at the Brimfield-Warren town line and extend in a southerly direction for a distance of 3 miles more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 51 and No. 52, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the nineteenth day of July, A. D. 1934, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Brimfield, leading to the State Road in Brimfield and to Holland, and being known as Warren and Holland Roads, the work to be done in two

sections, Warren Road 15,000 feet, Holland Road 11,250 feet; the work on the Warren Road beginning at station 0+0 and going to station 160+50 - Warren Line to Palmer Road; the work on the Holland Road beginning at station 0+0 and going to station 112+46 - Brimfield Ctr. to the Holland Line; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Brimfield.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Brimfield in said County, that common convenience and necessity requires that the highway leading from Brimfield to Warren and known as the Warren Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Brimfield-Warren town line and extend in a southerly direction for a distance of 3 miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this 9th day of June 1934.

Frank B. Haley
Harold C. Pease
Edward J. Killian

Selectmen of the Town of Brimfield

The foregoing petition was entered on the 14th day of June 1934, and due proceedings having been had thereon, on the 8th day of August 1934, said Commissioners, file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 8, 1934

On the petitions of the Selectmen of the Town of Brimfield for specific repairs on Holland Road, the work to begin at the Brimfield-Holland town line and extend in a northerly direction for a distance of 2.50 miles more or less, and for aid; for specific repairs on Warren Road, the work to begin at the Brimfield-Warren town line and extend in a southerly direction for a distance of 3 miles more or less, and for aid.

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on Warren Road, the work to begin at the Brimfield-Warren town line and extend in a southerly direction for a distance of 3 miles more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 51 and No. 52, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the nineteenth day of July, A. D. 1934, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Brimfield, leading to the State Road in Brimfield and to Holland, and being known as Warren and Holland Roads, the work to be done in two sections, Warren Road 15,000 feet, Holland Road 11,250 feet; the work on the Warren Road beginning at station 0+0 and going to station 160+50 - Warren Line to Palmer Road; the work on the Holland Road beginning at station 0+0 and going to station 112+46 - Brimfield Ctr. to the Holland Line; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Brimfield.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Wilbraham, Selectmen of the Town of, Petrs. for specific repairs and new construction on Stony Hill Road beginning at station 112 and running southerly about 4000 feet, and for aid.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Wilbraham, in said County, that common convenience and necessity require that specific repairs and new construction be made upon the highway known as Stony Hill Road, in said Town of Wilbraham, running from Station 112 to Springfield Street, beginning at Station 112 and running southerly about 4 Thousand feet.

Wherefore your petitioners pray that your Honorable Board will, after due notice, view and hearing, proceed to order specific repairs and new construction on said highway and that said County contribute a sum not to exceed four thousand dollars (\$4000.00) toward the expense of said repairs and construction.

Dated this twentieth of June, 1934.

Wm. H. McGuire) Selectmen
Fred W. Green) of the
George E. Murphy, Jr.) Town of Wilbraham.

The foregoing petition was entered on the 22nd day of June, 1934, and due proceedings having been had thereon, on the 1st day of August 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 1, 1934

On the petition of the Selectmen of the Town of Wilbraham for specific repairs and new construction on Stony Hill Road beginning at station 112 and running southerly about 4000 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Wilbraham, leading from Ludlow to East Longmeadow, and being known as Stony Hill Road, to grade, surface with bituminous macadam, and otherwise improve about 3,400 feet, the work to begin at the end of the section improved in 1932, station 112+50, and extend in a southerly direction to station 146+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wilbraham.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity requires that the highway leading from State Highway to Russell-Blandford town line and known as the Pine Hill Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at westerly side of State Highway and extend in a north-westerly direction to the Russell-Blandford town line, a distance of 5,280 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 21st, day of June, 1934.

E. D. Parks

A. H. Moltenbrey

Selectmen of the Town of Russell.

Russell, Selectmen of the Town of, Petre for relocation, alterations and specific repairs on Pine Hill Road, the work to begin at westerly side of State Highway and extend in a north-westerly direction to the Russell-Blandford town line, a distance of 5,280 ft more or less, and for aid.

The foregoing petition was entered on the 22nd day of June 1934, and due proceedings having been had thereon, on the 1st day of August 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 1, 1934.

On the petition of the Selectmen of the Town of Russell for relocation, alterations and specific repairs on Pine Hill Road, the work to begin at westerly side of State Highway and extend in a north-westerly direction to the Russell-Blandford town line, a distance of 5,280 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Russell leading from the State Highway to Blandford and being known as Pine Hill Road, to grade, surface with gravel and otherwise improve about 800 feet, the work to begin at the State Highway, station 0, and extend westerly to station 8; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Russell.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Russell, Selectmen of the Town of, Petrs. for specific repairs by rebuilding and otherwise repairing as may be necessary the retaining wall on the Montgomery Road, the work to begin at about 150' from Russell-Montgomery Town Line and extend in a northerly direction to Russell-Montgomery Town Line, a distance of 150 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity requires that the retaining wall on the Montgomery Road leading from Russell (B & A Station) to Russell-Montgomery Town Line be specifically repaired by rebuilding and otherwise repaired as may be necessary, the work to begin at about 150' from Russell-Montgomery Town Line and extend in a northerly direction to Russell-Montgomery Town Line a distance of 150 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 21st day of June, 1934.

E. D. Parks

A. H. Moltenbrey

Selectmen of the Town of Russell.

The foregoing petition was entered on the 22nd day of June 1934, and due proceedings having been had thereon, on the 19th day of September, 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 19, 1934

On the petition of the Selectmen of the Town of Russell for specific repairs by rebuilding and otherwise repairing as may be necessary the retaining wall on the Montgomery Road, the work to begin at about 150' from Russell-Montgomery Town Line and extend in a northerly direction to Russell-Montgomery Town Line, a distance of 150 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of July, A. D. 1934, view said retaining wall on Montgomery Road in Russell and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, - to construct a rubble concrete retaining wall on the westerly side of the road in Russell, leading from Russell to Montgomery, and being known as Montgomery Road, the work to begin at station 0+84, about 84 feet southerly from the Montgomery line, and extend in a southerly direction to station 1+54; beginning again at the Montgomery-Russell Town Line, station 0, and extend in a southerly direction to station 0+84; these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.) towards the repairing of said retaining wall.

All damages sustained by any person by reason of said repairs on said retaining wall shall be paid by the Town of Russell.

Thos. J. Costello

Chas. W. Bray

Maurice G. Donahue

)
:County
:Commissioners
:of the County
:of Hampden.

June Meeting 1934

Montgomery, Selectmen of the Town of, Petre. for specific repairs on Main Road, the work to begin at Westfield Town Line and extend in a northerly direction to a point near the Fuller Road a distance of 2000 ft more or less, also beginning where Chapt. 90 work stopped in 1932 and extend towards Huntington a distance of 1000 ft more or less, and for aid.

65

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Montgomery in said County, that common convenience and necessity requires that the highway leading from Huntington to Westfield and known as Main Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Westfield Town Line and extend in a northerly direction to a point near the Fuller Road a distance of 2000 feet more or less, also beginning where Chapt 90 work stopped in 1932 and extending towards Huntington a distance of 1000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this thirtieth day of June 1934.

Walter D. Allyn

Myron E. Kelso

Andrew J. Hall

Selectmen of the Town of Montgomery

The foregoing petition was entered on the 3rd day of July 1934, and due proceedings having been had thereon, on the 12th day of September 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting September 12, 1934

On the petition of the Selectmen of the Town of Montgomery for specific repairs on Main Road, the work to begin at Westfield Town Line and extend in a northerly direction to a point near the Fuller Road a distance of 2000 feet more or less, also beginning where Chapter 90 work stopped in 1932 and extend towards Huntington a distance of 1000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Montgomery, leading from Huntington to Westfield, and being known as Main Road, to grade, surface with gravel or stone and tar mixed in place (retread) and otherwise improve about 3,500 feet, the work to begin at Westfield-Montgomery line, station 0, and extend northwesterly to station 25, and begin again at the end of the section improved in 1932, station 241, and extend westerly to station 251; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

June Meeting 1934

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Montgomery.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
) of the County
) of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Holyoke in said County, that common convenience and necessity require that the highway leading from the intersection of Cherry Street and Homestead Avenue in Holyoke to Easthampton Road at a point 2,000 ft. northwesterly of the intersection of Easthampton Road and present Jarvis Ave. and known as Cherry Street and Jarvis Avenue be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the intersection of Cherry Street and Homestead Avenue and extend in a westerly and northerly direction to the Easthampton Road a distance of 7,000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this 30th day of June 1934.

Henry J. Toepfert Mayor

Patrick J. Moakler
Oscar De Roy
Louis H. Prevost
Laurence W. Law
David G. Clark
John D. Ryan, Jr.

William Masse
Frank O'Connell
Thomas A. Barrett
Wm. E. Bosworth
Margaret A. Green
Sidney E. Whiting, Jr.

Jeremiah J. Hurley
Thomas F. McLean
Edgar M. Osgood
John F. Bell, Jr.
Jos. F. Griffin

The foregoing petition was entered on the 6th day of July 1934, and due proceedings having been had thereon, on the 8th day of August 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 8, 1934

On the petition of the Mayor and Board of Aldermen of the City of Holyoke for specific repairs on Cherry Street and Jarvis Avenue, the work to begin at the intersection of Cherry Street and Homestead Avenue and extend in a westerly and northerly direction to the Easthampton Road, a distance of 7,000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of July, A. D. 1934,

Holyoke, Mayor and Board of Aldermen of the City of, Petrs. for specific repairs on Cherry Street and Jarvis Avenue, the work to begin at the intersection of Cherry Street and Homestead Avenue and extend in a westerly and northerly direction to the Easthampton Road, a distance of 7,000 feet more or less, and for aid.

view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Cherry Street and Jarvis Avenue in the City of Holyoke, as follows: the sub-base where required shall consist of gravel; between about stations 119+50 and 160+00 the sub-base is now in place; this shall be shaped to the required cross section and new gravel added if necessary before the broken stone is laid without compensation other than at the contract unit price for gravel borrow and broken stone; the base course between about stations 119+50 and 160+0 shall consist of broken stone and shall have a normal thickness of three and one half (3-1/2) inches after rolling; the surface course between about stations 119+50 and 160+0 shall consist of bituminous macadam and shall be two and one half (2-1/2) inches thick after rolling; the bituminous material shall consist of asphalt. This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case. The work is to begin at about station 77+70 at Easthampton Road and extending thence on new location in a general southwesterly direction for a distance of about 3030 feet to about station 108+00 at Jarvis Avenue, also beginning at about station 160+00 on Cherry Street about 200 feet west of Homestead Avenue and extending thence on said Cherry Street, Jarvis Avenue and new location in a general northerly and northwesterly direction for a distance of about 4050 feet to about station 119+50; total length about 7080 feet.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Holyoke a sum not to exceed EIGHT THOUSAND DOLLARS (\$8,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Holyoke.

Thos. J. Costello	)County
	:Commissioners
Chas. W. Bray	)of the County
	:of Hampden.
Ashley N. Boucher	)Associate Commissioner.

Westfield, Mayor of the City of, Petr. for specific repairs on Granville Road, sometimes called Old Granville Road, the work to begin at Loomis Street, so-called, and extend southwesterly a distance of about 14,600 linear feet to the Granville-Westfield Town Line, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that Granville Road, sometimes called Old Granville Road, leading through Mundale, be specifically repaired by grading and macadamizing and otherwise improved as may be necessary, the work to begin at Loomis Street, so-called, and extending southwesterly a distance of about 14,600 linear feet to the Granville-Westfield Town line.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this twenty first day of July 1934.

Raymond H. Cowing
Mayor of the City of Westfield.

VOTE

July 23, 1934.

Oren E. Parks,
Supt., of Public Works Dept.,
Westfield, Mass.

Dear Mr. Parks:-

This is to certify that the following vote was passed at a meeting of the City Council July 5, 1934 and approved by the Mayor July 6, 1934:

VOTED: That \$5000. be appropriated to be included in the 1934 Tax Levy for macadamizing the Granville Rd., for 14,600 lineal feet from Loomis St., to the Granville line under provisions of Chapt. 90, General Laws, the State and County to share in the expense with like amounts.

This is to certify that the following vote was passed at a meeting of the City Council July 20, 1934 and approved by the Mayor July 21, 1934:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for macadamizing or otherwise improving the Old Granville Rd., leading through Mundale, beginning at Loomis St., and extending to the Granville line, and to sign on behalf of the City a contract with the State covering any construction work connected with the same.

Attest:

(Seal)

J. Chambers Dewey
City Clerk

The foregoing petition was entered on the 23rd day of July 1934, and due proceedings having been had thereon, on the 19th day of September 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 19, 1934

On the petition of the Mayor of the City of Westfield for specific repairs on Granville Road, sometimes called Old Granville Road, the work to begin at Loomis Street, so-called, and extend southwesterly a distance of about 14,600 linear feet to the Granville-Westfield Town Line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of August, A.D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made Granville Road, also known as Old Granville Road and Mundale Road, in Westfield; the surface

shall consist of bituminous macadam, laid on the present gravel surface, and shall be three (3) inches thick after rolling. The bituminous material shall consist of asphalt and the first application shall be at the rate of two (2) gallons per square yard of surface. Where directed the present road surface shall be loosened with the picks of a power roller, scarified and reshaped and rolled to the required cross section, and the new bituminous macadam surface constructed thereon. This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The work is to begin at about station 3+00 on Mundale Road (also known as Granville Road and Old Granville Road) at Loomis Street and extending thence on Mundale Road in a general westerly direction for a distance of about 8400 feet to about station 87+00.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Voted, Approval of
Schedule of Salaries

June 26, 1934

Voted, Approval of schedule of salaries as submitted by County Personnel Board in accordance with Ch. 276 Acts 1934 with exceptions.

COUNTY COMMISSIONERS' MEETING

June 26, 1934

VOTED,- the County Commissioners hereby approve the schedule of salaries as submitted by the County Personnel Board in accordance with Chapter 276 of the Acts of 1934, excepting the following whose salaries shall be as listed below:

	PER YEAR
Registry of Deeds - Mary Finn, Bookbinder,	\$1019.16
Lillian M. Harris, as at	
present	1200.00
Ruth C. Snow, " " "	1200.00
Law Library - Grace L.M. Gainley, Ass't Law Lib-	
rarian,	1500.00
Springfield District Court - Mary A. Fitzgerald	
Junior Stenographer,	896.00
Jail and House of Correction - GUARDS	
Edward Senecal	1456.00
Cornelius J. Baker	1456.00
Thomas Pendergast	1456.00
Ronald L. Croft	1456.00
George F. Chapdelaine	1456.00
Joseph W. Bowler	1456.00
Jail Matron - Blanche Sherry	

The schedule for County Aid to Agriculture shall be maintained by vote of the Trustees which shall be below the minimum established by the schedule sent out by the County Personnel Board.

Thos. J. Costello)
 Chas. W. Bray) County
 Maurice G. Donahue) Commissioners
 of the County
 of Hampden.

June 27, 1934

Ordered, County Treasurer authorized and directed to pay \$277.36 to Town of Agawam on acct. of County's proportion of cost of work done on Suffield Street. Case No. 36-1933.

Orders

Ordered, County Treasurer authorized and directed to pay \$633.76 to City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68 - 1933.

Ordered, County Treasurer authorized and directed to pay \$775.90 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road also known as Mashapaug Road. Case No. 55 - 1933.

Ordered, County Treasurer authorized and directed to pay \$185.82 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 37 - 1933.

Ordered, County Treasurer authorized and directed to pay \$335.98 to Town of Palmer on acct. of County's proportion of cost of work done on Thorndike Road. Case No. 64-1933.

Ordered, County Treasurer authorized and directed to pay \$417.90 to Town of West Springfield on acct. of County's proportion of cost of work done on Morgan Road. Case No. 59 - 1933.

Coal Bids received and publicly opened and read.

Coal Bids

July 5, 1934

Apportionment of County Tax for the year 1934.

Apportionment
County Tax 1934.

COUNTY OF HAMPDEN - TAX ASSESSMENT

for the year 1934

Upon the following Cities and Towns

Agawam	\$ 12,898.86
Blandford	1,035.68
Brimfield	1,600.59
Chester	2,165.51
• CHICOPEE	62,328.80
East Longmeadow	5,460.84
Granville	2,447.96
Hampden	941.53
Holland	282.45
• HOLYOKE	140,945.94
Longmeadow	15,252.67
Ludlow	11,957.34
Monson	5,178.38
Montgomery	376.60
Palmer	14,781.91
Russell	5,931.60

June Meeting 1934

Southwick	\$ 2,636.27
• SPRINGFIELD	393,179.84
Tolland	470.76
Wales	564.91
West Springfield	38,319.97
• WESTFIELD	28,904.74
Wilbraham	4,236.85
	<u>\$751,900.00</u>

Warrants issued July 5, 1934
To be paid on or before November 1, 1934.

Change in
Layout

July 5, 1934 Change in layout of the Hampden-Hampshire County line between the City of Chicopee and the Town of South Hadley at and near new layout of Willimansett Street-
VOTED by County Commissioners of Hampden and Hampshire Counties.

June 13, 1934

Hampden County Commissioners
Court House
Springfield, Massachusetts

Gentlemen:

I find that there has been a little doubt regarding the legal boundary between Hampden and Hampshire counties at the Chicopee-South Hadley line on Willimansett Street.

Chief Engineer Dean wrote to the highway engineers in Greenfield and asked them to take particular pains to get bearings and cross bearings in order to define the proper and legal line for this town boundary line. They have done so and a town marker has been put on.

The Hampshire County Commissioners will hold a hearing on the laying out of Willimansett Street at the Chicopee-South Hadley town line on Tuesday, June 26th at 2:30 o'clock. We think it would be well if your engineers or someone representing your board attended this hearing in the event that if the line defined is satisfactory either the town or county should vote to approve it.

In regard to the luncheon at the Hampshire County Sanatorium, July 6th seems to be a satisfactory date for Franklin and Berkshire counties.

Very truly yours,

C. E. Hodgkins
Chairman.

June 26, 1934.

Hampden County Commissioners
Court House
Springfield, Mass.

Thomas J. Costello, Chairman:

Dear Sir:

As requested I attended the hearing held by the Hampshire County Commission at 2:30 P. M. this afternoon in regard to the layout of the Hampden - Hampshire County line between Chicopee and South Hadley.

It appears that the state engineers in checking this line, found that the layout, as shown by the present old stone monuments, is not correct as the monument located about 100 feet west of Willimansett Street is 74 1/2 feet out of place. This monument makes an angle in

June Meeting 1934

the line at this point while the legal boundary, according to the state record, is a straight line from the Ludlow boundary line to the Connecticut River.

The sketch enclosed shows the present layout and its deviation from what should be the legal one, which is shown in red running east and west of Willimansett Street. The sketch also shows a dwelling house located on the legal line nevertheless it appears that the owner is satisfied to have the legal line located.

There were no objections raised to this by any one at the hearing which was adjourned to July 5th, 1934 at 3 O'clock P. M. either at the Hampshire County Commissioners office in Northampton or at the Hampshire County Sanatorium.

Respectfully submitted,

James L. Tighe

COMMONWEALTH OF MASSACHUSETTS

Hampshire, ss:

At a joint meeting of the board of county commissioners of Hampden and Hampshire Counties held at the Court House in Northampton on the fifth day of July, 1934, it was voted to accept, determine and decree that the county boundary between Hampden and Hampshire Counties, in the town of South Hadley where it adjoins the city of Chicopee, at and near the new layout of Willimansett Street, be as shown on a plan submitted by the Department of Public Works of the Commonwealth of Massachusetts, dated May 14 and 15, 1934 and filed with this board on July 3, 1934.

A true copy.

Attest: Haynes H. Chilson Clerk.

July 11, 1934

Voted to award contract for furnishing the Hampden County Training School with anthracite coal to the BARRY COAL COMPANY.

Voted to award Contract for Coal

Voted, to award contract for furnishing the Jail and House of Correction with bituminous coal to the CITY COAL COMPANY.

Voted to award Contract for Coal

Voted, to award contract for furnishing the Jail and House of Correction and Hampden County Training School with bituminous coal to the FARNSWORTH COAL COMPANY.

Voted to award Contract for Coal

Voted, to award contract for furnishing the Jail and House of Correction with bituminous and anthracite coal to the PUNDERSON COAL COMPANY.

Voted to award Contract for Coal

July 18, 1934

Ordered, County Treasurer authorized and directed to pay \$226.56 to the Town of Agawam on acct. of County's proportion of cost of work done on Suffield Street. Case No. 36 - 1933.

Orders

Ordered, County Treasurer authorized and directed to pay \$445.69 to the City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68 - 1933.

June Meeting 1934

Orders

July 18, 1934

Ordered, that the sum of \$274.10 which is balance of County's proportion of the cost of work done on Mashapaug Road be paid from County Treasury to Town of Holland. Case No. 55 - 1933.

Ordered, County Treasurer authorized and directed to pay \$260. to the City of Holyoke on acct. of County's proportion of cost of work done on Jarvis Avenue.

Ordered, County Treasurer authorized and directed to pay \$173.24 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 37 - 1933.

Ordered, County Treasurer authorized and directed to pay \$239.98 to Town of Palmer on acct. of County's proportion of cost of work done on Thorndike Road. Case No. 64 - 1933.

Voted to Increase Salaries

Voted, that the salary of Thomas F. Begley, Janitor; Frank A. O'Connell, Janitor; and Joseph F. Leary, Watchman, be increased commencing July 1, 1934.

Adjustments - Salaries

July 25, 1934

Voted, that adjustments be made in salaries of Mary Finn, Bookbinder; Mary A. Fitzgerald, Junior Stenographer; and Blanche Sherry, Jail Matron.

COUNTY COMMISSIONERS' MEETING

July 25, 1934

VOTED, that adjustments be made in the salaries of the following County employees:

Mary Finn, Bookbinder, \$1020. per year instead of \$1019.16.

Mary A. Fitzgerald, Junior Stenographer, District Court of Springfield, \$900. per year instead of \$896.

Blanche Sherry, Jail Matron, \$910. instead of \$940.

Reference is hereby made to the County Commissioners' Vote dated June 26, 1934.

Thos. J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Report of James L. Tighe, on earthen dam in Chicopee.

July 25, 1934

Report of James L. Tighe, Engr. on earthen dam located on a small tributary of the Chicopee River in Chicopee, belonging to Mrs. Abbie T. Ashe.

July 20, 1934

The Hon. The Board of County Commissioners
Hampden County
Springfield, Massachusetts

Mr. T. J. Costello, Chairman:

Dear Sir:

As a matter of record I beg to report that the earthen dam 20 feet or thereabouts in height, located on a small tributary of the Chicopee River in Chicopee, about which the owner Mrs. Abbie T. Ashe was notified by the County sometime ago that it was in poor condition, has been breached or opened up by the owner, the pond emptied and a free passage-way made for the brook.

Respectfully submitted,

James L. Tighe

June Meeting 1934

August 8, 1934

Voted to award County of Hampden Tax Notes #s 509 to 521 inclusive, dated August 9, 1934, due November 8, 1934, aggregating \$250,000. to WHITING, WEEKS & KNOWLES of Boston, Mass., at .23% discount.

Voted to Award Notes

Ordered, County Treasurer authorized and directed to pay \$938.21 to the City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68 - 1933.

Orders

Ordered, County Treasurer authorized and directed to pay \$1,099.50 to the City of Holyoke on acct. of County's proportion of cost of work done on Jarvis Avenue.

Ordered, County Treasurer authorized and directed to pay \$887.50 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 37 - 1933.

Ordered that the sum of \$74.04 which is balance of County's proportion of cost of work done on Thorn-dike Road be paid from County Treasury to Town of Palmer. Case No. 64 - 1933.

Order to Transfer

Order to Transfer Money

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS.

Springfield, August 8, 1934

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Mt. Tom State Reservation in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Six Thousand Dollars and no cents (\$6,000.00) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello }
Chas. W. Bray } County
Maurice G. Donahue } Commissioners.

August 9, 1934

Ordered, County Treasurer authorized and directed to pay to the County of Hampshire for the County of Hampden's share of expense of maintenance of Mt. Tom State Reservation the sum of \$6,000. under Chapter 264 Acts of 1903, this amount to be in excess of orders dated January 24 and June 14, 1934.

Maintenance - Mt. Tom State Reservation

August 29, 1934

Ordered, County Treasurer authorized and directed to pay to the Treasurer of the Commonwealth of Massachusetts \$715.15 in accordance with provisions of Section 50 of Chapter 35 G L inserted by Chapter 400 Acts of 1930 which is for expenses of County Personnel Board for the year 1933.

Order to pay Money

Ordered, County Treasurer authorized and directed to pay \$383.74 to Town of Agawam on acct. of County's proportion of cost of work done on Suffield Street. Case No. 36 - 1933.

Order

Report of inspection of Jail and House of Correction by County Commissioners in accordance with General Laws Chapter 126 Section 1.

Report, Inspection Jail & House of Correction.

June Meeting 1934

Orders

August 29, 1934

Ordered, County Treasurer authorized and directed to pay \$378.35 to City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68 - 1933.

Ordered, County Treasurer authorized and directed to pay \$1,354.01 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 37-1933.

Ordered, County Treasurer authorized and directed to pay \$233.85 to Town of West Springfield on acct. of County's proportion of cost of work done on Morgan Road. Case No. 59-1933.

September 5, 1934

Ordered, County Treasurer authorized and directed to pay \$1,300.85 to the City of Holyoke on acct. of County's proportion of cost of work done on Jarvis Avenue.

Order to Arrest

Order to arrest Rene J. Mercure of Holyoke, holder of permit to be at liberty.

Order to Arrest

Order to arrest Henry J. LaBelle of Springfield, holder of permit to be at liberty.

Orders

September 19, 1934

Ordered, County Treasurer authorized and directed to pay sum of \$210.39 to Town of Agawam on acct. of County's proportion of cost of work done on Suffield Street.

Ordered, County Treasurer authorized and directed to pay sum of \$700. to Town of Blandford on acct. of County's proportion of cost of work done on Russell Road.

Ordered, County Treasurer authorized and directed to pay sum of \$1,184.93 to the City of Chicopee on acct. of County's proportion of the cost of work done on Montgomery Street. Case No. 68 - 1933.

Ordered, County Treasurer authorized and directed to pay sum of \$1,588.70 to City of Holyoke on acct. of County's proportion of cost of work done on Jarvis Avenue.

Ordered, County Treasurer authorized and directed to pay sum of \$637.94 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams St. Case No. 37-1933.

Ordered, County Treasurer authorized and directed to pay sum of \$450. to Town of Russell on acct. of County's proportion of cost of work done on Pine Hill Road.

Ordered, County Treasurer authorized and directed to pay sum of \$1,056.00 to Town of West Springfield on acct. of County's proportion of cost of work done on Piper Cross Road.

Ordered, County Treasurer authorized and directed to pay sum of \$158.15 to Town of West Springfield on acct. of County's proportion of cost of work done on Morgan Road. Case No. 59 - 1933.

June Meeting 1934

September 26, 1934

Order to arrest Albert A. Quinlan of West Springfield, holder of permit to be at liberty.

Order to Arrest

Damages Done
By Dogs

Land Damages

Sundry accounts being presented, are allowed, and the same amounting to the sum of

Sundry Accounts

September 27, 1934

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Clerk

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the first Tuesday of October, being the second day of said month, and from time to time to the twentieth day of December, in the year of our Lord One Thousand Nine Hundred and Thirty-Four.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

Hampden, Selectmen of, Petrs. for relocation, alterations and specific repairs on Allen Street or Springfield Road beginning at station #55 and extend northerly towards East Longmeadow line for a distance of 4500 feet more or less and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to Springfield and known as Allen Street or Springfield Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station #55 and extend northerly towards the East Longmeadow line for a distance of 4500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this twenty-eighth day of February 1934.

Neil S. Kibbe	} Selectmen of Hampden
Nelson M. Carew	
Walter E. Temple	

The foregoing petition was entered on the 8th day of March 1934, and due proceedings having been had thereon, on the 21st day of November 1934, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 21, 1934

On the petition of the Selectmen of Hampden for relocation, alterations and specific repairs on Allen Street or Springfield Road beginning at station #55 and extend northerly towards East Longmeadow line for a distance of 4500 feet more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-fifth day of July, A. D. 1934, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Allen Street or Springfield Street, so-called, and begins at a point near the house of one, L. Luippold, and extending in a general northwesterly direction for about 1436 feet.

The base line is the base line of a survey made by the engineers of the Massachusetts Department of Public Works in February, 1933, and begins at a point about 3580 feet, measured southeasterly from the Hampden-East Longmeadow town line along the said Allen Street. Said point being shown on plan as Station 64+38.01; thence N 29° 12' 08" W for 500.66 feet; thence by a curve to the left of 929.12 feet radius for a distance of 393.93 feet; thence N 53° 29' 53" W for 541.02 feet to end of the layout, said end point being shown on plan as Station 78+73.62.

The southwesterly location line begins at a point bearing S 60° 47' 52" W and being 25.00 feet distant from the point of beginning of the above described base line shown on plan as station 64+38.01 and extends thence parallel to said base line and 25.00 feet distant therefrom to a point bearing S 37° 51' 15" W and 25.01 feet distant from the end of the above described base line shown on plan as Station 78+73.62.

The northeasterly location line begins at a point bearing N 60° 47' 52" E and being 25.00 feet distant from the point of beginning of the above described base line shown on plan as station 64+38.01 and extends thence parallel to said base line and 25.00 feet distant therefrom to a point bearing N 37° 51' 15" E and 25.01 feet distant from the end of the above described base line shown on plan as station 78+73.62.

AND the following described parcel of land is taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Hampden in said County.

Parcel No. 1. A parcel of land, supposed to be owned by L. Luippold, located on the Southwesterly side of Allen Street, between stations 64+38.01 and 76+0+, bounded as follows: Southwesterly by the Southwesterly Location Line of the 1934 County layout, about 1150+ feet, and Northeasterly by the assumed front property line, about 1155+ feet, containing about 8575 square feet.

The layout or relocation and the land taking above described are indicated on plan prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth

Oct. Meeting 1934

of Massachusetts - Plan of Road - in the Town of Hampden - Hampden County - Laid out by the County Commissioners - Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of January next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:-

TO:-

L. Luippold \$1.00

The work to be done is as follows: to grade, surface with bituminous macadam and otherwise improve about 3,500 feet of road in Hampden, leading to Springfield, and being known as Springfield or Allen Street; the work to begin at the end of the section improved in 1933, station 55, and extend in a northwesterly direction to station 90; also to grade, surface with bituminous macadam and otherwise improve about 817 feet, the work to begin at the end of the section of said road improved in 1934, station 92, and extend westerly to station 100+17.60, the East Longmeadow Line; these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Hampden.

Thos. J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

November 21, 1934

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity requires that the highway leading from State Road to Thorndike St. and known as Park St. Village of Palmer be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at State Road End and extend in a Westerly direction to Thorndike St. a distance of 2200 feet, more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this 22nd day of March 1934.

Ludwik Marhelewicz

David B. Smith

Daniel J. Dunn

Selectmen of the Town of Palmer

The foregoing petition was entered on the 24th day of March 1934, and due proceedings having been had thereon, on the 17th day of October 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 17, 1934

On the petition of the Selectmen of the Town of Palmer for specific repairs on Park Street beginning at State Road End and extending in a westerly direction to Thorndike Street, a distance of 2200 feet more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fourteenth day of June, A. D. 1934, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be specifically repaired. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Park Street in Palmer as follows: the sub-base where required shall consist of gravel as specified; the base course shall consist of broken stone as specified and shall have a normal thickness of three and one half (3 1/2) inches after rolling; the surface course shall consist of bituminous macadam constructed as specified and shall be two and one half (2 1/2) inches thick after rolling. The bituminous material shall consist of asphalt. This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

The work is to begin at about station 0+00 on Park Street at the end of the State Highway and extending thence on said Park Street in a general northwesterly direction for a distance of about 2300 feet to about station 23+00.

Palmer, Selectmen of the Town of Petra. for specific repairs on Park Street beginning at State Road End and extending in a westerly direction to Thorndike Street, a distance of 2200 feet more or less, and for aid.

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These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed SIX THOUSAND FOUR HUNDRED THIRTY-SEVEN DOLLARS (\$6,437.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Palmer.

Thos. J. Costello)County
Chas. W. Bray)Commissioners
Ashley N. Boucher)of the County
Assoc. Commissioner

Palmer, Selectmen of the Town of Peters. for specific repairs on Thorndike Street beginning at end of present improved road and extend southerly to Main Street, Palmer, a distance of 9000 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity requires that the highway leading from present improved Road to Main St. Palmer and known as Thorndike St. be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at End of Present improved Road and extend in a Southerly direction to Main St., Palmer, a distance of 9000 feet, more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this 22nd day of March 1934.

Ludwik Marhelewicz

David B. Smith

Daniel J. Dunn

Selectmen of the Town of Palmer.

The foregoing petition was entered on the 24th day of March 1934, and due proceedings having been had thereon, on the 12th day of December 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 12, 1934

On the petition of the Selectmen of the Town of Palmer for specific repairs on Thorndike Street beginning at end of present improved road and extend southerly to Main Street, Palmer, a distance of 9000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fourteenth day of June, A. D. 1934, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be specifically repaired. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Thorndike Street in Palmer as follows: the sub-base, where required, shall consist of

gravel and shall conform to the requirements of the specifications; stone surfacing mixed in place with tar shall be constructed on the gravel sub-base between about stations 34+50 and 103+00 and shall conform to the requirements Addendum I with amendments; bituminous macadam surfacing shall be constructed between about station 103+00 and 112+00 and shall conform to the requirements of the specifications; the base course shall consist of broken stone conforming to specifications and shall have a normal thickness of four (4) inches after rolling; the bituminous macadam surface course shall conform to specifications and shall have a thickness of two (2) inches after rolling; the bituminous material shall consist of asphalt. This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public-Works-Division of Highways, No. 4689, on file with this case.

The work is to begin at about station 34+50 on Thorndike Street, which is at the end of the section improved in 1933, and extending thence in a general southerly direction for a distance of about 7750 feet to about station 112+00.

AND it is ordered that a drainage system be constructed on Thorndike Street in the Town of Palmer, the work to be done as follows: a drainage system consisting of 7 catch basins, 8 manholes, and outlets aggregating 300 feet of 15-inch vitrified clay pipe, 1225 feet of 12-inch vitrified clay pipe and 130 feet of 10-inch vitrified clay pipe, shall be constructed where and as directed by the Engineer. This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, No. 4719, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed EIGHT THOUSAND FIVE HUNDRED FORTY-SEVEN DOLLARS (\$8,547.) on agreement No. 4689, and a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.) on agreement No. 4719, towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Palmer.

Thos. J. Costello	)County
	:Commissioners
Chas. W. Bray	)of the County
	:of Hampden.
Ashley N. Boucher	)Assoc. Commissioner.

To the County Commissioners of the County of Hampden.

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said county, that common convenience and necessity requires--that the highway leading from Allen Street Southerly toward Baptist Village and known as Parker Street, be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the hardened surface on Parker Street and extend Northerly to Allen Street.

East Longmeadow, Selectmen of the Town of, Petrs. for specific repairs on Parker Street, the work to begin at end of hardened surface on Parker Street and extend northerly to Allen Street, and for aid.

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Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Article 7. Voted: That the Town appropriate the sum of \$1,750.00 for a mixed-in-place road on Parker Street, provided the State and County together appropriate the sum of at least \$5,250.00 for this purpose.

Dated this sixth day of April 1934.

Sanford P. Nooney

John L. Malmstrom

H. W. King

Board of Selectmen
Town of East Longmeadow

The foregoing petition was entered on the 13th day of April 1934, and due proceedings having been had thereon, on the 14th day of November 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 14, 1934

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Parker Street, the work to begin at end of hardened surface on Parker Street and extend northerly to Allen Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road in East Longmeadow,- to grade, surface with gravel and tar mixed in place and otherwise improve about 11,650 feet of road and treat with bituminous material 4,500 feet of road in East Longmeadow, leading from Springfield (Sixteen Acres) to Somers, Connecticut, and being known as Parker Street; the work to begin at the Springfield line at the junction of Allen Street, station 0+0, and extend southerly to station 161+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed ONE THOUSAND SEVEN HUNDRED FIFTY DOLLARS (\$1,750.) towards the repairing of this highway.

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All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of East Longmeadow.

Thos. J. Costello)
 Charles W. Bray) County
 Maurice G. Donahue) Commissioners
 of the County
 of Hampden.

To the County Commissioners of the County of Hampden.

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said county, that common convenience and necessity requires--that the highway leading from the intersection of Pleasant Street and Mapleshade Ave. extending easterly to Allen Street and known as Porter or Wilbraham Road, be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the hardened surface on Porter Road and extend easterly on Porter Road to Allen Street.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Article 8. Voted: That the Town appropriate the sum of \$500.00 to finish the mixed-in-place road on Porter Road, provided the State and County each contribute an equal amount.

The above vote was passed at the annual Town Meeting February 14, 1934.

Dated this sixth day of April 1934.

Sanford P. Nooney

John L. Malmstrom

H. W. King

Board of Selectmen
 Town of East Longmeadow

The foregoing petition was entered on the 13th day of April 1934, and due proceedings having been had thereon, on the 14th day of November 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 14, 1934

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Porter Road (also known as Wilbraham Road), the work to begin at end of hardened surface on Porter Road and extend easterly on Porter Road to Allen Street and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in East

East Longmeadow, Selectmen of the Town of, Petrs. for specific repairs on Porter Road (also known as Wilbraham Road), the work to begin at end of hardened surface on Porter Road and extend easterly on Porter Road to Allen Street and for aid.

Longmeadow leading to Wilbraham and being known as Wilbraham or Porter Road, to grade, surface with gravel and tar mixed in place and otherwise improve about 2,100 feet, the work to begin at the end of the section of said road improved in 1933, station 30+50, and extend easterly to station 51+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of East Longmeadow.

Thos. J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

May 7th, 1934.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Chester, Selectmen of, Petrs. for relocation, alterations and specific repairs on Chester Hill Road, the work to begin at end completed in 1933 for a distance to be determined by the State Engineers, and for aid.

Respectfully represent the undersigned, Selectmen of Chester, in said County, that common convenience and necessity require that the highway known as Chester Hill Road in Chester running from Huntington, Northerly to Middlefield be re-located, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing, or hardening and otherwise repaired as may be necessary, beginning at the end completed in 1933, for a distance to be determined by the State Engineers.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town of Chester.

Dated this 7th.day of May 1934.

Thomas Rose

Leon J. Kelso

John E. Cooney

Selectmen of Chester.

The foregoing petition was entered on the 9th day of May 1934, and due proceedings having been had thereon, on the 5th day of December 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 5, 1934

On the petitions of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on Chester Hill Road, the work to begin at end completed in 1933 for a distance to be determined by the State Engineers, and for aid; and for a new cement bridge over Cook brook so called, on Chester Hill Road in place of the pre-

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sent old narrow bridge, in the same location, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 40 and No. 77, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of July A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made, and on petition No. 77 the said Commissioners did on the twenty-second day of November A. D. 1934, hear all parties interested and did adjudge that a new cement bridge should be built. At the time of said view and hearings no persons interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to construct a concrete bridge 20' x 5', and grade, surface with gravel and otherwise improve about 2,500 feet of road in the Town of Chester, leading from Huntington to Middlefield, and being known as Chester Hill Road; the bridge to be located at about station 68+50 on Chester Hill Road, and the road work to begin at the end of the section of said Chester Hill Road improved in 1933, station 276 and extend northeasterly to station 301; these repairs and bridge construction to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These road repairs and bridge construction to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway and bridge.

All damages sustained by any person by reason of said repairs on this road and said construction of bridge, shall be paid by the Town of Chester.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Holland to Mashapaug and known as Mashapaug Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station #176 and extend in an easterly & southerly direction to Mashapaug a distance as directed by State Department of Public Works.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them

Holland, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Mashapaug Rd, the work to begin at sta. 176 and extend in an easterly and southerly direction to Mashapaug, a distance as directed by State Department of Public Works, and for aid.

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Page 61.

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to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 5 day of June 1934.

A. R. Phenner)
W. F. Cummings) Selectmen
James A. Roberts) of the Town
of Holland.

The foregoing petition was entered on the 8th day of June 1934, and due proceedings having been had thereon, on the 12th day of December 1934, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 12, 1934

On the petition of the Selectmen of the Town of Holland for relocation, alterations and specific repairs on Mashapaug Road, the work to begin at station 176 and extend in an easterly and southerly direction to Mashapaug, a distance as directed by State Department of Public Works, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the nineteenth day of July, A. D. 1934, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Brimfield Road also known as the Mashapaug Road, so called, and begins at the southeasterly end of the location laid out by the County Commissioners in 1933, extending thence in a general southeasterly direction for about 700 feet, as hereinafter described to a point about 250 feet distant southerly of leadmine Road, so called.

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in December, 1931, and begins at a point on the base line of the aforesaid 1933 layout shown on plan as station 178+59.48 extending thence southeasterly by a curve to the right of 1000.00 feet radius 279.66 feet; thence south 37° 18' 05" east 70.72 feet, thence by a curve to the right of 500.00 feet radius 405.34 feet to a point at the end of the layout shown on plan as station 186+15.20.

The northeasterly location line begins at a point marking the southeasterly end of the northeasterly location line of the afore-said 1933 layout, bearing south $89^{\circ} 50' 25''$ east and 50.42 feet distant from the point of beginning of the above-described base line shown on plan as station 178+59.48 and extends thence southeasterly by a curve to the right of 742.12 feet radius 207.54 feet to a point bearing north $0^{\circ} 47' 10''$ west and 50.42 feet distant from station 181+39.14, thence south $37^{\circ} 18' 05''$ east 111.24 feet to a point bearing north $52^{\circ} 41' 55''$

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east and 30.00 feet distant from station 182+09.86, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout bearing south 80° 51' 10" east and 30.00 feet distant from the point of ending of the aforesaid base line shown on plan as station 186+15.20.

The southwesterly location line begins at a point marking the southeasterly end of the southwesterly location line of the aforesaid 1933 layout, bearing south 16° 48' 35" east and 50.42 feet distant from the point of beginning of the above-described base line shown on plan as station 178+59.48 and extends thence southeasterly by a curve to the right of 682.12 feet radius 190.76 feet to a point bearing north 73° 49' 00" west and 50.42 feet distant from station 181+39.14, thence south 37° 18' 05" east 111.24 feet to a point bearing south 52° 41' 55" west and 30.00 feet distant from station 182+09.86, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout bearing north 80° 51' 10" west and 30.00 feet distant from the point of ending of said base line shown on plan as station 186+15.20.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Holland in said County.

Parcel No. 1. A parcel of land supposed to be owned by the Hamilton Woolen Company, located on the southwesterly side of the Brimfield Road, so-called, between stations 179+00 and 180+32₊, bounded as follows: Southwesterly by the southwesterly location line of the 1934 county layout, about 128 feet; northwesterly by the line defining the northwesterly end of the taking, about 14 feet; and northeasterly by the front property line (assumed to be the edge of the water in Holland Lakes) about 130 feet; containing about 1150 square feet.

Parcel No. 2. A parcel of land supposed to be owned by the Hamilton Woolen Company, located on the northeasterly side of the Brimfield Road, so-called, between stations 179+00₊ and 179+89₊, bounded as follows: Northeasterly by the northeasterly location line of the 1934 county layout, about 92 feet, southwesterly by the front property line (assumed to be the edge of the water in Holland Lakes) about 93 feet; and northwesterly by the line defining the northwesterly end of the taking, about 3 feet; containing about 350 square feet.

The layout or relocation and the land takings above described are indicated on plan prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts - Plan of Road - in the town of Holland - Hampden County - Laid Out By The County Commissioners - Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of February next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:-

TO:-
Hamilton Woolen Company. \$ 1.00
Hamilton Woolen Company. 1.00

The work to be done is as follows: to grade, surface with gravel and tar mixed in place, and otherwise improve about 500 feet of road in Holland, leading to Brimfield, and being known as Mashapaug Road; the work to begin at the end of the section improved in 1933, station 176, and to extend southeasterly to station 181; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed THREE THOUSAND TWO HUNDRED DOLLARS (\$3,200.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Holland.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss: December 12, 1934

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Holland, Selectmen of the Town of, Petrs. for specific repairs in Brimfield Road, the work to begin at Brimfield line and extend in an easterly direction to the Mashapaug Road, a distance of 10560 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity requires that the highway leading from Brimfield line to Holland Center and known as Brimfield Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Brimfield line and extend in an easterly direction to the Mashapaug Road a distance of 10560 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this 5 day of June 1934.

A. R. Phenner }
W. F. Cummings } Selectmen
James A. Roberts } of the Town
 } of Holland.

The foregoing petition was entered on the 8th day of June 1934, and due proceedings having been had thereon, on the 12th day of December 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 12, 1934

On the petitions of the Selectmen of the Town of Holland for specific repairs on Brimfield Road, the work to begin at Brimfield line and extend in an easterly direction to the Mashapaug Road, a distance of 10,560 feet more or less, and for aid; and, for specific repairs on East Brimfield Road, the work to begin at Herbert Bagley's corner and extend in a northerly direction to the Brimfield line, a distance of 2,640 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 45 and No. 46 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the nineteenth day of July, A. D. 1934, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Holland, to repair, treat with bituminous material and otherwise improve about 13,105 feet of road in Holland, leading to adjoining towns, and being known as Brimfield and East Brimfield Roads; 10,455 feet on the Brimfield Road and 2,650 feet on East Brimfield Road; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Holland.

Thos. J. Costello }
Chas. W. Bray } County
Maurice G. Donahue } Commissioners
 } of the County
 } of Hampden.

October Meeting 1934

Holland, Selectmen of the Town of, Petrs. for specific repairs on East Brimfield Road, the work to begin at Herbert Bagley's corner and extend in a northerly direction to the Brimfield line, a distance of 2640 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity requires that the highway leading from Herbert Bagley's corner to Brimfield line and known as East Brimfield Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Herbert Bagley's corner and extend in a northerly direction to the Brimfield line a distance of 2640 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this 5 day of June 1934.

A. R. Phenner)
W. F. Cummings) Selectmen
James A. Roberts) of the Town
of Holland.

The foregoing petition was entered on the 8th day of June 1934, and due proceedings having been had thereon, on the 12th day of December 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 12, 1934

On the petition of the Selectmen of the Town of Holland for specific repairs on Brimfield Road, the work to begin at Brimfield line and extend in an easterly direction to the Mashapaug Road, a distance of 10,560 feet more or less, and for aid; and, for specific repairs on East Brimfield Road, the work to begin at Herbert Bagley's corner and extend in a northerly direction to the Brimfield line, a distance of 2,640 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 45 and No. 46 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the nineteenth day of July, A. D. 1934, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Holland, to repair, treat with bituminous material and otherwise improve about 13,105 feet of road in Holland, leading to adjoining towns, and being known as Brimfield and East Brimfield Roads; 10,455 feet on the Brimfield Road and 2,650 feet on East Brimfield Road; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case. (see agreement in Case No. 45)

October Meeting 1934

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Holland.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Monson in said County, that common convenience and necessity requires that the highway leading from Monson to Wales and known as Wales Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 20+00 and extend in a westerly direction to Station 45+00 a distance of 2500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this seventh day of June 1934.

Howard L. Carew)
F. J. Sullivan) Selectmen
O. E. Bradway) of the Town
of Monson.

The foregoing petition was entered on the 13th day of June 1934, and due proceedings having been had thereon, on the 24th day of October 1934, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 24, 1934

On the petition of the Selectmen of the Town of Monson for relocation, alterations and specific repairs on Wales Road, the work to begin at station 20+00 and extend in a westerly direction to station 45+00, a distance of 2500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the nineteenth day of July, A. D. 1934, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

Monson, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Wales Road, the work to begin at station 20+00 and extend in a westerly direction to station 45+00, a distance of 2500 feet more or less, and for aid.

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The layout or relocation is located mainly on the Wales Road, so called, and begins at the westerly end of the location laid out by the County Commissioners in 1933, extending thence in a general westerly direction, by the existing road and a new location, for about 1/2 mile as hereinafter described.

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in April, 1933, and begins at a point marking the westerly end of the base line of the aforesaid 1933 layout, said point being shown on plan as station 32+00, thence extending south 81° 17' 20" west 99.70 feet, thence by a curve to the right of 1200.00 feet radius 250.80 feet, thence north 86° 44' 10" west 462.97 feet, thence by a curve to the right of 2000.00 feet radius 374.13 feet, thence north 76° 01' 05" west 298.53 feet, thence by a curve to the right of 800.00 feet radius 491.52 feet, thence north 40° 48' 55" west 115.70 feet, thence by a curve to the right of 2000.00 feet radius 177.98 feet, thence north 35° 43' 00" west 128.67 feet to a point at the end of the layout shown on plan as station 56+00.

The southerly location line begins at a point marking the westerly end of the southerly location line of the aforesaid 1933 layout, said point bearing south 8° 42' 40" east and being 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 32+00 and extends thence south 81° 17' 20" west 136.28 feet to a point bearing south 41° 56' 10" west and 47.31 feet distant from station 32+99.70, thence by a curve to the right of 2030.00 feet radius 424.28 feet to a point bearing south 3° 15' 50" west and 55.00 feet distant from station 37+52.28, thence north 86° 44' 10" west 103.18 feet to a point bearing south 3° 15' 50" west and 55.00 feet distant from station 38+55.46, thence by a curve to the right of 2030.00 feet radius 359.44 feet to a point bearing south 13° 24' 32" west and 33.18 feet distant from station 42+07.48, thence north 76° 35' 28" west 486.27 feet to a point bearing south 28° 04' 17" west and 30.87 feet distant from station 46+86.13, thence by a curve to the right of 830.00 feet radius 596.26 feet to a point bearing south 14° 07' 14" west and 43.29 feet distant from station 52+93.35 feet, thence north 35° 25' 49" west 334.46 feet to a point at the end of the layout bearing south 54° 34' 11" west and 23.50 feet distant from the point of ending of the above described base line shown on plan as station 56+00.

The northerly location line begins at a point marking the westerly end of the northerly location line of the aforesaid 1933 layout, said point bearing north 8° 42' 40" west and being 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 32+00 and extends thence south 81° 17' 20" west 136.28 feet to a point bearing north 59° 21' 30" west and 47.31 feet distant from station 32+99.70, thence by a curve to the right of 1970.00 feet radius 411.74 feet to a point bearing north 3° 15' 50" east and 5.00 feet distant from station 37+52.28, thence north 86° 44' 10" west 103.18 feet to a point bearing north 3° 15' 50" east and

5.00 feet distant from station 38+55.46, thence by a curve to the right of 1970.00 feet radius 348.82 feet to a point bearing north 13° 24' 32" east and 26.82 feet distant from station 42+07.48, thence north 76° 35' 28" west 486.27 feet to a point bearing north 1° 07' 27" west and 31.13 feet distant from station 46+86.13 thence by a curve to the right of 770.00 feet radius 553.16 feet to a point bearing south 79° 21' 24" east and 39.00 feet distant from station 52+93.35, thence north 35° 25' 49" west 334.46 feet to a point at the end of the layout bearing north 54° 34' 11" east and 36.50 feet distant from the point of ending of the above-described base line shown on plan as station 56+00.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Monson in said County.

Parcel No. 1. A parcel of land supposed to be owned by HOMER W. BRADWAY, located on the southerly side of the Wales Road between Stations 32+00 and 33+93 $\frac{1}{2}$, bounded as follows: Southerly by the southerly location line of the 1934 County Layout about 196 feet; northwesterly and northerly by the assumed front property line about 198 feet; and easterly by the easterly end of the taking about 10 feet; containing about 2530 square feet.

Parcel No. 2. A parcel of land supposed to be owned by HOMER W. BRADWAY, located on the northerly side of the Wales Road between Stations 32+00 and 33+50 $\frac{1}{2}$, bounded as follows: Northerly by the northerly location line of the 1934 County Layout about 144 feet; easterly by the easterly end of the taking about 10 feet; southerly by the assumed front property line about 149 feet; and northwesterly by the southeasterly boundary of land of Richard S. Sutcliffe about 5 feet; containing about 860 square feet.

Parcel No. 3. A parcel of land supposed to be owned by RICHARD S. SUTCLIFFE, said parcel comprises the entire width of location of the 1934 County Layout, between Stations 33+45 $\frac{1}{2}$, being bounded as follows: Northerly by the northerly location line of the aforesaid Layout about 897 feet; southeasterly by the northwesterly boundary of land of Homer W. Bradway and the front property line as defined by a rail fence a total distance of about 153 feet; southerly by the southerly location line of the aforesaid layout about 749 feet and westerly by the front property line as defined in part by a stone wall about 67 feet; containing about 49,180 square feet.

Parcel No. 4. A parcel of land supposed to be owned by RICHARD S. SUTCLIFFE, located on the southerly side of the Wales Road, between Stations 43+33 $\frac{1}{2}$ and 46+10 $\frac{1}{2}$, bounded as follows: Southerly by the southerly location line of the 1934 County Layout about 276 feet; westerly by the easterly boundary of land of Rush R. Plumley about 9 feet; and northerly by the assumed front property line about 279 feet; containing about 2140 square feet.

Parcel No. 5. A parcel of land supposed to be owned by RICHARD S. SUTCLIFFE, located on the northeasterly side of Wales Road, between Stations 43+72+ and 56+00, bounded as follows: Northerly and northeasterly by the northerly location line of the 1934 County Layout about 1209 feet; southerly and southwesterly by the front property line, in part assumed and in part defined by a fence, about 1219 feet; and northwesterly by the northwesterly end of the taking about 14 feet; containing about 12,530 square feet.

Parcel No. 6. A parcel of land supposed to be owned by RUSH F. PLUMLEY, located on the southwesterly side of the Wales Road, between Stations 46+09+ and 56+00, bounded as follows: Southerly and southwesterly by the southerly location line of the 1934 County Layout about 1015 feet; northwesterly by the northwesterly end of the taking about 5 1/2 feet; northeasterly and northerly by the assumed front property line about 1009 feet; and easterly by the westerly boundary of land of Richard S. Sutcliffe about 9 feet; containing about 8740 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts - Plan of Road - in the town of Monson - Hampden County - Laid out by the County Commissioners - Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:-

TO:-

Homer W. Bradway	\$1.00
Homer W. Bradway	1.00
Richard S. Sutcliffe	1.00
Richard S. Sutcliffe	1.00
Richard S. Sutcliffe	1.00
Rush F. Plumley	1.00

The work to be done is as follows: specific repairs, to grade about 2,250 feet; surface with gravel and tar mixed in place and otherwise improve about 650 feet of road in Monson, leading from Wales to Monson, and being known as Wales Road; the work to begin at the end of the section of said road improved in 1933, station 21, extend in a westerly direction to station 43+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Monson.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 24, 1934

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Monson in said County, that common convenience and necessity requires that the highway leading from Monson to Palmer and known as State Avenue be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 0+00 and extend in a Southerly direction to Station 33+00 a distance of 3300 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this seventh day of June 1934.

Howard L. Carew)
F. J. Sullivan) Selectmen
O. E. Bradway) of the Town
of Monson.

The foregoing petition was entered on the 13th day of June 1934, and due proceedings having been had thereon, on the 19th day of December 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 19, 1934

On the petition of the Selectmen of the Town of Monson for specific repairs on State Avenue, the work to begin at station 0+00 and extend in a southerly direction to station 33+00, a distance of 3300 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the nineteenth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road in Monson, leading to Palmer, and being known as State Avenue, to repair and

Monson, Selectmen of the Town of, Petrs. for specific repairs on State Avenue, the work to begin at station 0+00 and extend in a southerly direction to station 33+00, a distance of 3300 feet more or less, and for aid.

otherwise improve about 3,693 feet, the work to begin at the Palmer line, station 5+07, and extend southerly to station 42; the work shall consist of grading shoulders, cleaning drainage structures, cutting brush, etc. where and as directed by the Engineer; at station 19+30, the existing catch basin shall be lowered 4 inches as directed by the Engineer; a side-drain, consisting of 500 feet of 6-inch spiral perforated bituminous coated corrugated iron pipe, shall be constructed where and as directed by the Engineer - said side-drain to be set over gravel and backfilled with gravel. These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed TWO HUNDRED DOLLARS (\$200.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Monson.

Thos. J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Brimfield, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Brookfield Road, the work to begin at point where 1933 work stopped and extend in a southerly direction for a distance of 5,000 feet more or less, and for aid.

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Plans in Book 10, Pages 58, 59, 60.

Substitute Plans in Book 10, Pages 72, 73, 74.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Brimfield, in said County, that common convenience and necessity require that the highway leading from Brimfield to Brookfield and known as the Brookfield Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at point where 1933 work stopped and extend in a southerly direction for a distance of 5,000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 9th day of June 1934.

Frank B. Haley
Harold C. Fease
Edward J. Killian

Selectmen of the Town of Brimfield.

The foregoing petition was entered on the 14th day of June 1934, and due proceedings having been had thereon, on the 28th day of November 1934, the following Relocation Report was filed; on the 10th day of July 1935, the following Corrected Relocation Report was filed, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 28, 1934

On the petition of the Selectmen of the Town of Brimfield for relocation, alterations and specific repairs on Brookfield Road, the work to begin at point where 1933 work stopped and extend in a southerly direction for a distance of 5,000 feet more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the nineteenth day of July, A. D. 1934, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Brookfield Road, so called, and begins at the southwesterly end of the 1933 County Layout just westerly of the junction of said road with East Hill Road, so called, and extends thence in a general southwesterly direction for about 3/4 of a mile as hereinafter described.

The base line is the base line of a survey made by the engineers of the Massachusetts Department of Public Works in June 1933, and March 1934, and begins at a point marking the southwesterly end of the base line of the aforesaid 1933 layout, said point being shown on plan as station 26+94.23; thence extending south 81° 25' 50" west for a distance of 141.36 feet; thence by a curve to the right of 2400.00 feet radius for a distance of 254.83 feet; thence south 87° 30' 50" west for a distance of 711.56 feet; thence by a curve to the left of 800.00 feet radius for a distance of 538.72 feet; thence south 48° 55' 50" west for a distance of 734.29 feet; thence by a curve to the right of 560.00 feet radius for a distance of 344.96 feet; thence south 84° 13' 30" west for a distance of 44.48 feet; thence by a curve to the left of 3001.62 feet radius for a distance of 271.62 feet; thence south 79° 02' 25" west for a distance of 273.69 feet; thence by a curve to the left of 1000.00 feet radius for a distance of 348.65 feet; thence south 59° 03' 50" west for a distance of 208.61 feet to a point at the end of the layout shown on plan as station 65+67.00.

The southeasterly location line begins at a point marking the southwesterly end of the southeasterly location line of the aforesaid 1933 layout, said point bearing south 3° 30' 17" east and being 38.83 feet distant from the point of beginning of the above-described base line shown on plan as station 26+94.23; thence extending westerly by a curve to the right of 3230.00 feet radius for a distance of 356.64 feet to a point bearing south 55° 23' 37" east and 49.74 feet distant from station 30+90.42; thence south 87° 30' 50" west for a distance of 751.24 feet to a point bearing south 2° 29' 10" east and 30.00 feet distant from station 38+01.98; thence by a curve to the left of

770.00 feet radius for a distance of 544.55 feet to a point bearing south $0^{\circ} 32' 50''$ east and 40.04 feet distant from station 43+40.70; thence south $46^{\circ} 59' 39''$ west for a distance of 393.97 feet to a point bearing south $43^{\circ} 00' 21''$ east and 43.78 feet distant from station 47+61.94; thence by a curve to the right of 1790.00 feet radius for a distance of 138.01 feet to a point bearing south $38^{\circ} 35' 17''$ east and 43.14 feet distant from station 48+96.57; thence south $51^{\circ} 24' 43''$ west for a distance of 228.73 feet to a point bearing south $16^{\circ} 21' 38''$ west and 61.66 feet distant from station 50+74.99; thence by a curve to the right of 530.00 feet radius for a distance of 344.79 feet to a point bearing south $31^{\circ} 20' 02''$ west and 46.57 feet distant from station 54+19.95; thence by a curve to the left of 1925.28 feet radius for a distance of 401.06 feet to a point bearing south $13^{\circ} 15' 01''$ east and 25.10 feet distant from station 58+52.36; thence south $76^{\circ} 44' 59''$ west for a distance of 204.08 feet to a point bearing south $42^{\circ} 54' 53''$ west and 56.37 feet distant from station 60+09.74; thence by a curve to the left of 970.00 feet radius for a distance of 299.41 feet to a point bearing south $17^{\circ} 26' 45''$ east and 30.85 feet distant from station 63+58.39; thence south $59^{\circ} 03' 50''$ west for a distance of 213.16 feet to a point at the end of the layout bearing south $9^{\circ} 33' 10''$ east and 32.22 feet distant from the point of ending of the above-described base line shown on plan as station 65+67.00.

The northwesterly location line begins at a point marking the southwesterly end of the northwesterly location line of the aforesaid 1933 layout, said point bearing north $3^{\circ} 30' 17''$ west and being 21.43 feet distant from the point of beginning of the above-described base line shown on plan as station 26+94.23; thence extending westerly by a curve to the right of 3170.00 feet radius for a distance of 355.59 feet to a point bearing north $50^{\circ} 25' 17''$ east and 49.74 feet distant from station 30+90.42; thence south $87^{\circ} 30' 50''$ west for a distance of 751.24 feet to a point bearing north $2^{\circ} 29' 10''$ west and 30.00 feet distant from station 38+01.98; thence by a curve to the left of 830.00 feet radius for a distance of 586.98 feet to a point bearing north $84^{\circ} 35' 47''$ west and 40.72 feet distant from station 43+40.70; thence south $46^{\circ} 59' 39''$ west for a distance of 393.97 feet to a point bearing north $43^{\circ} 00' 21''$ west and 16.22 feet distant from station 47+61.94; thence by a curve to the right of 1730.00 feet radius for a distance of 133.39 feet to a point bearing north $38^{\circ} 35' 17''$ west and 16.86 feet distant from station 48+96.57; thence south $51^{\circ} 24' 43''$ west for a distance of 228.73 feet to a point bearing south $77^{\circ} 23' 03''$ west and 56.15 feet distant from station 50+74.99; thence by a curve to the right of 470.00 feet radius for a distance of 305.75 feet to a point bearing north $51^{\circ} 43' 06''$ west and 32.61 feet distant from station 54+19.95; thence by a curve to the left of 1985.28 feet radius for a distance of 413.56 feet to a point bearing north $13^{\circ} 15' 01''$ west and 34.90 feet distant from station 58+52.36; thence south $76^{\circ} 44' 59''$ west for a distance of 204.08 feet to a point bearing north $71^{\circ} 49' 25''$ west and 54.87 feet distant from station 60+09.74; thence by a curve to the left

of 1030.00 feet radius for a distance of 317.94 feet to a point bearing north $44^{\circ} 25' 35''$ west and 30.85 feet distant from station 63+58.39; thence south $59^{\circ} 03' 50''$ west for a distance of 189.67 feet to a point at the end of the layout bearing north $9^{\circ} 33' 10''$ west and 32.22 feet distant from the point of ending of the above-described base line shown on plan as station 65+67.00.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Brimfield in said County.

Parcel No. 1 - A parcel of land supposed to be owned by LAURA ETTA WELLS, located on the northerly side of the Brookfield Road between stations 26+94.23 and 28+15+, bounded as follows:- northerly by the north-westerly location line of the 1934 County layout, about 123 feet easterly by the easterly end of the taking, about 22 feet and southerly by the front property line as evidenced by a stone wall, about 123 feet, containing about 1070 square feet.

Parcel No. 2 - A parcel of land supposed to be owned by the DENNIS HANNON ESTATE, located on the southerly side of the Brookfield Road between stations 27+00+ and 27+56+, bounded as follows: southerly by the southeasterly location line of the 1934 County layout, about 57 feet, westerly by the easterly boundary of land of John Wells, about 5 feet and northerly by the assumed front property line, about 58 feet, containing about 150 square feet.

Parcel No. 3 - A parcel of land supposed to be owned by JOHN WELLS, located on the southerly side of the Brookfield Road between stations 27+56+ and 31+35+, bounded as follows: - southerly by the southeasterly location line of the 1934 County Layout, about 384 feet, westerly by the easterly boundary of land of John B. Shiehser, about 16 feet, northerly by the front property line as evidenced in part by a stone wall and wire fence, about 385 feet and easterly by the westerly boundary of land of the Dennis Hannon Estate, about 5 feet, containing about 6970 square feet.

Parcel No. 4 - A parcel of land supposed to be owned by LAURA ETTA WELLS, located on the northerly side of the Brookfield Road, between stations 29+92+ and 31+03+, bounded as follows: northerly by the northwesterly location line of the 1934 County Layout, about 110 feet, southerly by the front property line as evidenced in part by a stone wall, about 111 feet and westerly by the easterly boundary of land of John B. Shiehser about 12 feet, containing about 930 square feet.

Parcel No. 5 - A parcel of land supposed to be owned by JOHN B. SHIEHSER, located on the northerly side of the Brookfield Road between stations 31+02+ and 32+90+, bounded as follows:- northerly by the northwesterly location line of the 1934 County layout, about 187 feet, easterly by the westerly boundary of land of Laura ETTA WELLS, about

12 feet and southerly by the front property line as evidenced by a stone wall, about 188 feet, containing about 1425 square feet.

Parcel No. 6 - A parcel of land supposed to be owned by JOHN B. SHIEHSER, located on the southerly side of the Brookfield Road, between stations 31+35+ and 37+95+, bounded as follows: southerly by the southeasterly location line of the 1934 County layout, about 660 feet, westerly by the easterly boundary of land of Thomas L. Lapean, about 17 feet, northerly by the front property line as evidenced in part by a stone wall, about 660 feet and easterly by the westerly boundary of land of John Wells about 16 feet, containing about 13620 square feet.

Parcel No. 7 - A parcel of land supposed to be owned by JOHN B. SHIEHSER, located on the northerly side of the Brookfield Road between stations 35+91+ and 37+93+ bounded as follows: northerly by the northwesterly location line of the 1934 County layout, about 201 feet, southerly by the front property line as evidenced by a stone wall, about 202 feet and westerly by the easterly boundary of land of Thomas L. Lapean about 7 feet, containing about 750 square feet.

Parcel No. 8 - A parcel of land supposed to be owned by THOMAS L. LAPEAN, located on the northerly side of the Brookfield Road between stations 37+92+ and 39+16+, bounded as follows: northerly by the northwesterly location line of the 1934 County layout, about 129 feet, easterly by the westerly boundary of land of John B. Shiehser, about 7 feet and southerly by the front property line as evidenced by a stone wall, about 127 feet, containing about 640 square feet.

Parcel No. 9 - A parcel of land supposed to be owned by THOMAS L. LAPEAN, located on the southeasterly side of the Brookfield Road between stations 37+94+ and 51+86+, bounded as follows: southeasterly by the southeasterly location line of the 1934 County layout, about 378 feet, westerly by the easterly boundary of land of Carolyn H. Newcomb, about 61 feet, northwesterly by the north westerly location line of said County layout, about 96 feet, northerly by the front property line as evidenced by a stone wall, about 294 feet and easterly by the westerly boundary of land of John B. Shiehser, about 17 feet, containing about 14,260 square feet.

Parcel No. 10 - A parcel of land supposed to be owned by CAROLYN H. NEWCOMB, located on the southeasterly side of the Brookfield Road, between stations 41+76+ and 52+05+, bounded as follows: southeasterly by the southeasterly location line of the 1934 County layout about 1025 feet, northwesterly by the front property line as evidenced in part by a stone wall, about 966 feet, again northwesterly by the northwesterly location line of said County layout, about 100 feet and easterly by the westerly boundary of land of Thomas L. Lapean, about 61 feet, containing about 25,480 square feet.

Parcel No. 11 - A parcel of land supposed to be owned by CAROLYN H. NEWCOMB, located on the northwesterly side of the Brookfield Road between stations 43+84+ and 46+00+, bounded as follows:- northwesterly by the northwesterly location line of the 1934 County layout, about 216 feet and southwesterly by the front property line as evidenced by a

stone wall, about 217 feet, containing about 865 square feet.

Parcel No. 12 - A parcel of land supposed to be owned by CAROLYN H. NEWCOMB, located on the northwesterly side of the Brookfield Road, between stations 49+31+ and 56+40+, bounded as follows: - northwesterly and northerly by the northwesterly location line of the 1934 County layout, about 698 feet, southeasterly and southerly by the front property line as evidenced in part by a stone wall, about 707 feet and westerly by the easterly boundary of land of Dorothy L. Carpenter, about 6 feet, containing about 5800 square feet.

Parcel No. 13 - A parcel of land supposed to be owned by CAROLYN H. NEWCOMB, located on the southerly side of the Brookfield Road between stations 52+88+ and 54+34+, bounded as follows: southerly by the southeasterly location line of the 1934 County layout, about 155 feet, westerly by the easterly boundary of land of Dorothy L. Carpenter, about 18 feet and northerly by the front property line as evidenced by a stone wall, about 154 feet, containing about 1900 square feet.

Parcel No. 14 - A parcel of land supposed to be owned by DOROTHY L. CARPENTER, located on the southerly side of the Brookfield Road between stations 54+33+ and 65+67.00, bounded as follows: - southerly and southeasterly by the southeasterly location line of the 1934 County layout, about 1133 feet, westerly by the westerly end of the taking, about 11 feet, northwesterly and northerly by the front property line as evidenced in part by a stone wall, about 1134 feet and easterly by the westerly boundary of land of Carolyn H. Newcomb, about 18 feet, containing about 11,220 square feet.

Parcel No. 15. - A parcel of land supposed to be owned by DOROTHY L. CARPENTER, located on the northerly side of the Brookfield Road between stations 56+40+ and 60+90+, bounded as follows: - northerly by the northwesterly location line of the 1934 County layout, about 454 feet, easterly by the westerly boundary of land of Carolyn H. Newcomb, about 6 feet and southerly by the front property line as evidenced in part by a stone wall, about 454 feet, containing about 2040 square feet.

Parcel No. 16 - A parcel of land supposed to be owned by DOROTHY L. CARPENTER, located on the northwesterly side of the Brookfield Road, between stations 62+75+ and 65+58+, bounded as follows: northwesterly by the northwesterly location line of the 1934 County layout, about 282 feet, southeasterly by the front property line as evidenced by a stone wall, about 285 feet and westerly by the westerly end of the taking, about 9 feet, containing about 1620 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts - Plan of Road - in the town of Brimfield - Hampden County - Laid Out by the County Commissioners - Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of January next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:-

TO -

Laura Etta Wells.	\$1.00
Dennis Hannon Estate.	1.00
John Wells.	1.00
Laura Etta Wells.	1.00
John B. Shiehser.	1.00
John B. Shiehser.	1.00
John B. Shiehser.	1.00
Thomas L. Lapean.	1.00
Thomas L. Lapean.	1.00
Carolyn H. Newcomb.	1.00
Carolyn H. Newcomb.	1.00
Carolyn H. Newcomb.	1.00
Carolyn H. Newcomb.	1.00
Dorothy L. Carpenter.	1.00
Dorothy L. Carpenter.	1.00
Dorothy L. Carpenter.	1.00

The work to be done is as follows: to grade, surface with gravel and tar mixed in place and otherwise improve about 3,850 feet of road in Brimfield, leading to Warren and being known as the Brookfield Road; the work to begin at the Warren line, station 0, and extend southerly to station 38+50; also, to grade and otherwise improve about 650 feet, the work to begin at the end of the section of said road recently improved, station, 38+50, and extend southeasterly to station 45; these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Brimfield.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

November 28, 1934

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

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CORRECTED RELOCATION REPORT
COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 10, 1935

At a meeting of the County Commissioners held this day, it having been called to the attention of the Commissioners by the Commonwealth of Massachusetts, Department of Public Works, Division of Highways, that a revision has been made in the layout description and description of land takings on the Brookfield Road in the Town of Brimfield, thereby necessitating a correction in the decree of the Commissioners on petition of the Selectmen of the Town of Brimfield for relocation, alterations and specific repairs on the Brookfield Road, said decree being dated November 28, 1934 and recorded in Hampden County Registry of Deeds, Book 1587 Page 239,

NOW THEREFORE, said decree is corrected so as to read as follows:

REVISED LAYOUT DESCRIPTION AND DESCRIPTION OF LAND TAKINGS

The layout or relocation is located on the Brookfield Road, so called, and begins at the southwesterly end of the 1933 County layout just westerly of the junction of said road with East Hill Road, so called, and extends thence in a general southwesterly direction for about 3/4 of a mile as hereinafter described.

The base line is the base line of a survey made by the engineers of the Massachusetts Department of Public Works in June, 1933, and March, 1934, and begins at a point marking the southwesterly end of the base line of the aforesaid 1933 layout, said point being shown on plan as station 26+94.23, thence extending south 81° 25' 50" west 141.36 feet; thence by a curve to the right of 2400 feet radius 254.83 feet; thence south 87° 30' 50" west 711.56 feet; thence by a curve to the left of 800.00 feet radius 538.72 feet; thence south 48° 55' 50" west 734.29 feet; thence by a curve to the right of 560.00 feet radius 344.96 feet; thence south 84° 13' 30" west 44.48 feet; thence by a curve to the left of 3001.62 feet radius 271.62 feet; thence south 79° 02' 25" west 273.69 feet; thence by a curve to the left of 1000.00 feet radius 348.65 feet; thence south 59° 03' 50" west 208.61 feet to a point at the end of the layout shown on plan as station 65+67.00.

The southeasterly location line begins at a point marking the southwesterly end of the southeasterly location line of the aforesaid 1933 layout, said point bearing south 3° 30' 17" east and being 38.83 feet distant from the point of beginning of the above-described base line shown on plan as station 26+94.23; thence extending westerly by a curve to the right of 3230.00 feet radius for a distance of 356.64 feet to a point bearing south 55° 23' 37" east and 49.74 feet distant from station 30+90.42; thence south 87° 30' 50" west for a distance of 751.24 feet to a point bearing south 2° 29' 10" east and 30.00 feet distant from station 38+01.98; thence by a curve to the left of

770 feet radius 549.22 feet to a point bearing south $4^{\circ} 00' 01''$ west and 43.34 feet distant from station 43+40.70; thence south $46^{\circ} 38' 48''$ west 374.19 feet to a point bearing south $19^{\circ} 32' 10''$ east and 48.94 feet distant from station 47+27.31; thence by a curve to the right of 1790.00 feet radius 166.73 feet to a point bearing south $75^{\circ} 11' 27''$ east and 53.64 feet distant from station 49+41.96, thence south $51^{\circ} 59' 00''$ west 221.43 feet to a point bearing south $19^{\circ} 36' 45''$ west and 66.60 feet distant from station 50+74.99, thence by a curve to the right of 528.59 feet radius 338.60 feet to a point bearing south $31^{\circ} 20' 02''$ west and 46.57 feet distant from station 54+19.95; thence by a curve to the left of 1925.28 feet radius 401.06 feet to a point bearing south $13^{\circ} 15' 01''$ east and 25.10 feet distant from station 58+52.36; thence south $76^{\circ} 44' 59''$ west 204.08 feet to a point bearing south $42^{\circ} 54' 53''$ west and 56.37 feet distant from station 60+09.74; thence by a curve to the left of 970.00 feet radius 299.41 feet to a point bearing south $17^{\circ} 26' 45''$ east and 30.85 feet distant from station 63+58.39; thence south $59^{\circ} 03' 50''$ west 213.16 feet to a point at the end of the layout bearing south $9^{\circ} 33' 10''$ east and 32.22 feet distant from the point of ending of the above-described base line shown on plan as station 65+67.00.

The northwesterly location line begins at a point marking the southwesterly end of the northwesterly location line of the afore-said 1933 layout, said point bearing north $3^{\circ} 30' 17''$ west and being 21.43 feet distant from the point of beginning of the above-described base line shown on plan as station 26+94.23; thence extending westerly by a curve to the right of 3170.00 feet radius for a distance of 355.59 feet to a point bearing north $50^{\circ} 25' 17''$ east and 49.74 feet distant from station 30+90.42; thence south $87^{\circ} 30' 50''$ west for a distance of 751.24 feet to a point bearing north $2^{\circ} 29' 10''$ west and 30.00 feet distant from station 38+01.98; thence by a curve to the left of 830.00 feet radius 603.66 feet to a point bearing south $81^{\circ} 42' 38''$ west and 53.18 feet distant from station 43+40.70; thence south $45^{\circ} 50' 32''$ west 338.22 feet to a point bearing north $19^{\circ} 32' 10''$ west and 11.37 feet distant from station 47+27.31; thence by a curve to the right of 1735.00 feet radius 228.06 feet to a point bearing north $75^{\circ} 11' 27''$ west and 16.03 feet distant from station 49+41.96; thence south $53^{\circ} 22' 25''$ west 190.76 feet to a point bearing south $71^{\circ} 53' 03''$ west and 71.91 feet distant from station 50+74.99; thence by a curve to the right of 468.59 feet radius 238.79 feet to a point bearing north $51^{\circ} 43' 06''$ west and 32.61 feet distant from station 54+19.95; thence by a curve to the left of 1985.28 feet radius 413.56 feet to a point bearing north $13^{\circ} 15' 10''$ west and 34.90 feet distant from station 58+52.36; thence south $76^{\circ} 44' 59''$ west 204.08 feet to a point bearing north $71^{\circ} 49' 25''$ west and 54.87 feet distant from station 60+09.74; thence by a curve to the left of 1030.00 feet radius 317.94 feet to a point bearing north $44^{\circ} 25' 35''$ west and 30.85 feet distant from station 63+58.39; thence south $59^{\circ} 03' 50''$ west 189.67 feet to a point at the end of the layout bearing north $9^{\circ} 33' 10''$ west and 32.22 feet

distant from the point of ending of the above-described base line shown on plan as station 65+67.00.

AND the corrected description of the following parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel No. 1 - A parcel of land supposed to be owned by LAURA ETTA WELLS, located on the northerly side of the Brookfield Road between stations 26+94.23 and 28+15+, bounded as follows: - northerly by the north-westerly location line of the 1934 County layout, about 123 feet, easterly by the easterly end of the taking, about 22 feet and southerly by the front property line as evidenced by a stone wall, about 123 feet, containing about 1070 square feet.

Parcel No. 2 - A parcel of land supposed to be owned by the DENNIS HANNON ESTATE, located on the southerly side of the Brookfield Road between stations 27+00+ and 27+56+, bounded as follows: southerly by the southeasterly location line of the 1934 County layout, about 57 feet, westerly by the easterly boundary of land of John Wells, about 5 feet and northerly by the assumed front property line, about 58 feet, containing about 150 square feet.

Parcel No. 3 - A parcel of land supposed to be owned by JOHN WELLS, located on the southerly side of the Brookfield Road between stations 27+56+, bounded as follows: southerly by the southeasterly location line of the 1934 County layout, about 384 feet, westerly by the easterly boundary of land of John B. Shiehser, about 16 feet, northerly by the front property line as evidenced in part by a stone wall and wire fence, about 385 feet and easterly by the westerly boundary of land of the Dennis Hannon Estate about 5 feet, containing about 6970 square feet.

Parcel No. 4 - A parcel of land supposed to be owned by LAURA ETTA WELLS, located on the northerly side of the Brookfield Road, between stations 29+92+ and 31+03+, bounded as follows: northerly by the northwesterly location line of the 1934 County layout, about 110 feet, southerly by the front property line as evidenced in part by a stone wall, about 111 feet and westerly by the easterly boundary of land of John B. Shiehser about 12 feet, containing about 930 square feet.

Parcel No. 5 - A parcel of land supposed to be owned by JOHN B. SHIEHSER, located on the northerly side of the Brookfield Road between stations 31+02+ and 32+90+, bounded as follows: northerly by the northwesterly location line of the 1934 County layout, about 187 feet, easterly by the westerly boundary of land of LAURA ETTA WELLS, about 12 feet and southerly by the front property line as evidenced by a stone wall, about 188 feet, containing about 1425 square feet.

Parcel No. 6 - A parcel of land supposed to be owned by JOHN B. SHIEHSER, located on the southerly side of the Brookfield Road, between stations 31+35+ and 37+95+, bounded as follows: southerly by the southeasterly location line of the 1934 County layout, about 660 feet,

westerly by the easterly boundary of land of Thomas L. Lapean, about 17 feet, northerly by the front property line as evidenced in part by a stone wall, about 660 feet and easterly by the westerly boundary of land of John Wells about 16 feet, containing about 13620 square feet.

Parcel No. 7 - A parcel of land supposed to be owned by JOHN B. SHIEHSER, located on the northerly side of the Brookfield Road between stations 35+91 $\frac{1}{2}$ and 37+93 $\frac{1}{2}$, bounded as follows: northerly by the northwesterly location line of the 1934 County layout, about 201 feet, southerly by the front property line as evidenced by a stone wall, about 202 feet and westerly by the easterly boundary of land of Thomas L. Lapean about 7 feet, containing about 750 square feet.

Parcel No. 8 - A parcel of land supposed to be owned by THOMAS L. LAPEAN, located on the northerly side of the Brookfield Road between stations 37+92 $\frac{1}{2}$ and 39+16 $\frac{1}{2}$, bounded as follows: northerly by the northwesterly location line of the 1934 County layout, about 129 feet, easterly by the westerly boundary of land of John B. Shiehser, about 7 feet and southerly by the front property line as evidenced by a stone wall, about 127 feet, containing about 640 square feet.

Parcel No. 9 - A parcel of land supposed to be owned by THOMAS L. LAPEAN, located on the southeasterly side of the Brookfield Road between stations 37+94 $\frac{1}{2}$ and 41+86 $\frac{1}{2}$, bounded as follows: southeasterly by the southeasterly location line of the 1934 County layout, about 378 feet, westerly by the easterly boundary of land of Carolyn H. Newcomb, about 61 feet, northwesterly by the northwesterly location line of said County layout, about 96 feet, northerly by the front property line as evidenced by a stone wall, about 294 feet and easterly by the westerly boundary of land of John B. Shiehser, about 17 feet, containing about 14,260 square feet.

Parcel No. 10 - A parcel of land supposed to be owned by CAROLYN H. NEWCOMB, located on the southeasterly side of the Brookfield Road, between stations 41+76 $\frac{1}{2}$ and 52+05 $\frac{1}{2}$, bounded as follows: southeasterly by the southeasterly location line of the 1934 County layout about 1025 feet, northwesterly by the front property line as evidenced in part by a stone wall, about 966 feet, again northwesterly by the northwesterly location line of said County layout, about 100 feet and easterly by the westerly boundary of land of Thomas L. Lapean, about 61 feet, containing about 26,620 square feet.

Parcel No. 11 - A parcel of land supposed to be owned by CAROLYN H. NEWCOMB, located on the northwesterly side of the Brookfield Road, between stations 43+84 $\frac{1}{2}$ and 44+97 $\frac{1}{2}$, bounded as follows: northwesterly by the northwesterly location line of the 1934 County layout, about 113 feet and southeasterly by the front property line as evidenced by a stone wall, about 114 feet; containing about 410 square feet.

Parcel No. 12 - A parcel of land supposed to be owned by CAROLYN H. NEWCOMB, located on the northwesterly side of the Brookfield Road, between stations 49+90 $\frac{1}{2}$ and 56+40 $\frac{1}{2}$, bounded as follows: northwesterly and northerly by the northwesterly location line of the 1934 County layout, about 640 feet, southeasterly and southerly by the front

property line as evidenced in part by a stone wall, about 649 feet and westerly by the easterly boundary of land of Dorothy L. Carpenter, about 6 feet, containing about 5360 square feet.

Parcel No. 13 - A parcel of land supposed to be owned by CAROLYN H. NEWCOMB, located on the southerly side of the Brookfield Road between stations 52+88+ and 54+34+, bounded as follows: southerly by the southeasterly location line of the 1934 County layout, about 155 feet, westerly by the easterly boundary of land of Dorothy L. Carpenter, about 18 feet and northerly by the front property line as evidenced by a stone wall, about 154 feet, containing about 1900 square feet.

Parcel No. 14 - A parcel of land supposed to be owned by DOROTHY L. CARPENTER, located on the southerly side of the Brookfield Road between stations 54+33+ and 65+67.00, bounded as follows: southerly and southeasterly by the southeasterly location line of the 1934 County layout, about 1133 feet, westerly by the westerly end of the taking about 11 feet, northwesterly and northerly by the front property line as evidenced in part by a stone wall, about 1134 feet and easterly by the westerly boundary of land of Carolyn H. Newcomb, about 18 feet, containing about 11,220 square feet.

Parcel No. 15 - A parcel of land supposed to be owned by DOROTHY L. CARPENTER, located on the northerly side of the Brookfield Road between stations 56+40+ and 60+90+, bounded as follows: northerly by the northwesterly location line of the 1934 County layout, about 454 feet, easterly by the westerly boundary of land of Carolyn H. Newcomb, about 6 feet and southerly by the front property line as evidenced in part by a stone wall, about 454 feet, containing about 2040 square feet.

Parcel No. 16 - A parcel of land supposed to be owned by DOROTHY L. CARPENTER, located on the northwesterly side of the Brookfield Road, between stations 62+75+ and 65+58+, bounded as follows: northwesterly by the northwesterly location line of the 1934 County layout, about 282 feet, southeasterly by the front property line as evidenced by a stone wall, about 285 feet and westerly by the westerly end of the taking, about 9 feet, containing about 1620 square feet.

The above corrected descriptions are indicated on plans prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office and marked as follows:

The Commonwealth of Massachusetts - Plan of Road - in the Town of Brimfield - Hampden County - Laid out by the County Commissioners - Scale: 40 feet to the inch.

The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:-

TO:-

Laura Etta Wells....	\$1.00
Dennis Hannon Estate.	1.00
John Wells	1.00
Laura Etta Wells.	1.00
John B. Shiehser.	1.00
John B. Shiehser.	1.00
John B. Shiehser.	1.00
Thomas L. Lapean.	1.00
Thomas L. Lapean.	1.00
Carolyn H. Newcomb.	1.00
Carolyn H. Newcomb.	1.00
Carolyn H. Newcomb.	1.00
Carolyn H. Newcomb.	1.00
Dorothy L. Carpenter.	1.00
Dorothy L. Carpenter.	1.00
Dorothy L. Carpenter.	1.00

All land damages shall be paid by the Town of Brimfield.

Thos. J. Costello)
 :County
Charles W. Bray)Commissioners
 :of the County
Maurice G. Donahue)of Hampden.

Wales, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Monson Road, the work to begin at station 88 and extend in a north-easterly direction to station 110, a distance of 2000 feet more or less and for aid.

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Plans in Book 10,
Pages 55 and 56.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wales in said County, that common convenience and necessity require that the highway leading from Wales to Monson and known as Monson Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 88 and extend in a North Easterly direction to Station 110 a distance of 2000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 16th day of June 1934.

Randolph S. Shaw)
Dawes S. Perry)Selectmen
Everett A. Gray)of the Town
)of Wales.

The foregoing petition was entered on the 22nd day of June 1934, and due proceedings having been had thereon, on the 31st day of October 1934, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 31, 1934

On the petition of the Selectmen of the Town of Wales for relocation, alterations and specific repairs on Monson Road, the work to begin at station 88 and extend in a northeasterly direction to station 110, a distance of 2000 feet more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the nineteenth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Monson Road, so called, and begins at the northerly end of the location laid out by the County Commissioners in 1933, extending thence in a generally northerly direction by the existing road and a new location for about 1/2 of a mile, as hereinafter described.

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in March, 1933, and April, 1934, and begins at a point marking the northerly end of the base line of the aforesaid 1933 layout, said point being shown on plan as station 90+02.57, thence extending northerly by a curve to the left of 868.81 feet radius 430.94 feet; thence north 10° 49' 00" west 68.34 feet; thence by a curve to the right of 1010.35 feet radius 414.10 feet; thence north 12° 40' 00" east 320.66 feet; thence by a curve to the left of 1351.05 feet radius 179.73 feet; thence north 5° 02' 40" east 646.95 feet; thence by a curve to the right of 500.00 feet radius 436.71 feet to a point at the end of the layout shown on plan as station 115+00.

The westerly location line begins at a point marking the northerly end of the westerly location line of the aforesaid 1933 layout, said point bearing north 72° 23' 50" west and being 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 90+02.57 and extends thence parallel to said base line and 30.00 feet distant therefrom to a point bearing 31° 59' 12" west and 31.67 feet distant from station 113+57.61, thence by a curve to the left of 35.00 feet radius 87.83 feet to a point at the end of the layout bearing north 31° 59' 12" west and 98.20 feet distant from the said station 113+57.61.

The easterly location line begins at a point marking the northerly end of the easterly location line of the aforesaid 1933 layout, said point bearing south 72° 23' 50" east and being 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 90+02.57 and extends thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the layout bearing

south $34^{\circ} 54' 44''$ east and 30.00 feet distant from the point of ending of the aforesaid base line shown on plan as station 115+00.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Wales in said County.

PARCEL NO. 1. A parcel of land supposed to be owned by EMMA J. SHAW, located on the westerly side of the Monson Road, between Stations 90+02.57 and 97+96 $\frac{1}{2}$, bounded as follows: Westerly by the westerly location line of the 1934 County Layout, about 785 feet; easterly by the assumed front property line, about 797 feet; and southerly by the southerly end of the taking, about 16 feet; containing about 11,570 square feet.

PARCEL NO. 2. A parcel of land supposed to be owned by RANDOLPH D. SHAW, located on the easterly side of the Monson Road, between Stations 90+02.57 and 90+93 $\frac{1}{2}$, bounded as follows: Easterly by the easterly location line of the 1934 County Layout, about 93 feet; southerly by the southerly end of the taking, about 4 feet; and westerly by the assumed front property line, about 93 feet; containing about 275 square feet.

PARCEL NO. 3. A parcel of land supposed to be owned by RANDOLPH D. SHAW, located on the easterly side of the Monson Road, between Stations 93+28 $\frac{1}{2}$ and 106+72 $\frac{1}{2}$, bounded as follows: Easterly by the easterly location line of the 1934 County Layout, about 1338 feet; and westerly by the assumed front property line, about 1347 feet; containing about 17,960 square feet.

PARCEL NO. 4. A parcel of land supposed to be owned by FRED G. CONVERSE, comprising in part a strip of land on the westerly side of the Monson Road and in part the entire width of location of the 1934 County Layout, all being located between Stations 100+04 $\frac{1}{2}$ and 114+88 and being bounded as follows: Westerly by the westerly location line of the aforesaid Layout, about 1464 feet; northerly by the front property line as defined by a stone wall, about 136 feet; easterly, again by the front property line as defined by a wall and fence, about 75 feet; southeasterly and again easterly by the easterly location line of the aforesaid Layout, about 630 feet; and again southeasterly and easterly by the assumed front property line, about 782 feet; containing about 52,370 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts - Plan of Road - in the Town of Wales - Hampden County - Laid Out by the County Commissioners - Scale: 40 feet to the inch.

Oct Meeting 1934

AND the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:-

TO:-

Emma J. Shaw.	\$1.00
Randolph D. Shaw.	1.00
Randolph D. Shaw.	1.00
Fred G. Converse.	1.00

The work to be done is as follows: to grade, surface with gravel and tar mixed in place and otherwise improve about 2,700 feet of road in Wales, leading to Monson, and being known as Monson Road, the work to begin at the end of the section of said road improved in 1933, station 88, and extend in a northerly direction to station 115; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Wales.

Thos. J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

HAMPDEN, ss:

October 31, 1934

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Lewis A. Twitchell, Asst. Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wales in said County, that common convenience and necessity requires that the highway leading from Wales to Monson and known as Monson Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Monson and Wales Town Line and extend in an Easterly direction to Station 88 a distance of 8800 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to

Wales, Selectmen of the Town of, Petrs. for specific repairs on Monson Road, the work to begin at the Monson and Wales Town Line and extend in an easterly direction to Station 88, a distance of 8800 feet more or less, and for aid.

the expense of said repairs, together with an appropriation from the State and Town.

Dated this 16th day of June 1934.

Randolph D. Shaw }
Dawes S. Perry } Selectmen
Everett A. Gray } of the Town
of Wales.

The foregoing petition was entered on the 22nd day of June 1934, and due proceedings having been had thereon, on the 17th day of October 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 17, 1934

On the petition of the Selectmen of the Town of Wales for specific repairs on Monson Road, the work to begin at the Monson and Wales Town Line and extend in an easterly direction to station 88, a distance of 8800 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the nineteenth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road in Wales, leading to Monson, and being known as Monson Road, to repair, treat with bituminous material and otherwise improve about 8,825 feet, the work to begin at the Monson line, at station 0, and extend easterly to station 88+25; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed TWO HUNDRED FIFTY DOLLARS (\$250.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wales.

Thos. J. Costello)
Chas. W. Bray) County Commissioners
Maurice G. Donahue) of the County of Hampden.

Wilbraham, Selectmen of the Town of, Petrs. for specific repairs and new construction on Tinkham Road beginning at station 88 and running westerly about 4000 feet, and for aid.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Wilbraham, in said County, that common convenience and necessity require that specific repairs and new construction be made upon the highway known as Tinkham Road, in said Town of Wilbraham, beginning at Station 88 and running westerly about 4 thousand feet.

Wherefore your petitioners pray that your Honorable Board will, after due notice, view and hearing, proceed to order specific repairs and new construction on said highway and that said County contribute a

sum not to exceed one thousand dollars (\$1000.00) toward the expense of said repairs and construction.

Dated this twentieth day of June, 1934.

Wm. H. McGuire) Selectmen
Fred W. Green) of the
George E. Murphy, Jr.) Town of Wilbraham.

The foregoing petition was entered on the 22nd day of June 1934, and due proceedings having been had thereon, on the 31st day of October 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 31, 1934

On the petition of the Selectmen of the Town of Wilbraham for specific repairs and new construction on Tinkham Road beginning at station 88 and running westerly about 4000 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road in Wilbraham, leading to Springfield, and being known as Tinkham Road, to grade, surface with bituminous macadam and otherwise improve about 3,389 feet, the work to begin at a point about 2,000 feet west of the junction of South Main Street, station 87+89, and extend westerly to station 54; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wilbraham.

Thomas J. Costello)
) County
Charles W. Bray) Commissioners
) of the County
Maurice G. Donahue) of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity requires that the highway leading from Library to Granville Center and known as Main Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Library and extend in a westerly direction to Granville Center a distance of 1500 feet more or less.

Granville, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Main Road, the work to begin at Library and extend in a westerly direction to Granville Center, a distance of 1500 feet more or less, and for aid.

Oct. Meeting 1934

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 25th day of June 1934.

Porter T. Frisbie

Chas. E. Barnes

Selectmen of the Town of Granville.

The foregoing petition was entered on the 28th day of June 1934, and due proceedings having been had thereon, on the 28th day of November 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 28, 1934

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on Main Road, the work to begin at Library and extend in a westerly direction to Granville Center, a distance of 1500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirty-first day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Granville and being known as the Main Road by grading, surfacing with bituminous macadam and otherwise improving a section of said road, the work to begin at station 120+86.29 - Main Road, and extend thence westerly on said Main Road to station 128+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed SIX HUNDRED DOLLARS (\$600.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Oct. Meeting 1934

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity requires that the highway leading from Granby to Granville and known as Granby Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at entrance to R. E. Cooley's Lake and extend in a northerly direction to Library a distance of 2000 or 3000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 25th day of June 1934.

Porter T. Frisbie

Chas. E. Barnes

Selectmen of the Town of Granville.

The foregoing petition was entered on the 28th day of June, 1934, and due proceedings having been had thereon, on the 28th day of November, 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 28, 1934

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on Granby Road, the work to begin at entrance to R.E.Cooley's Lake and extend in a northerly direction to Library, a distance of 2000 or 3000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirty-first day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Granville leading to Granby, Conn., and being known as Granby Road, to grade, surface with bituminous macadam and otherwise improve about 2,300 feet, the work to begin at the end of the section improved in 1933, station 80, and extend in a northerly direction to station 103; beginning again at the northerly end of the section of Granby Road recently improved, station 102+50, and extend northerly on said Granby Road to the intersection with Main Road, station 111+76.37-Granby Road; these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways, on file with this case.

Granville, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Granby Road, the work to begin at entrance to R.E. Cooley's Lake and extend in a northerly direction to Library, a distance of 2000 or 3000 feet more or less, and for aid.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed TWO THOUSAND FOUR HUNDRED DOLLARS (\$2,400.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Granville.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Southwick, Selectmen of, Petrs. for specific repairs on Loomis Street, the work to begin at junction of said Loomis St. and the Granville Rd and extend northerly towards Westfield, a distance of one or one and one-half mile more or less, and for aid.

To the Honorable County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the highway leading from Southwick to Westfield, in said County, and known as Loomis Street, that said highway be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the junction of said Loomis Street and the Granville Road and extend northerly towards said Westfield, for a distance of one or one and one-half mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and this Town.

Dated at Southwick this third day of July A.D. 1934.

A. F. Johnson } Selectmen
Philip K. Hall } of
Enfred Anderson } Southwick.

The foregoing petition was entered on the 5th day of July 1934, and due proceedings having been had thereon, on the 31st day of October 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 31, 1934

On the petition of the Selectmen of Southwick for specific repairs on Loomis Street, the work to begin at junction of said Loomis Street and the Granville Road and extend northerly towards Westfield, a distance of one or one and one-half mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirty-first day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road in Southwick leading from Southwick to Westfield and being known as Loomis Street, to grade, surface with broken stone and tar mixed in place and

otherwise improve about 9,150 feet, the work to begin at the Westfield line, station 0+00, and extend southerly to station 91+50+ - junction of the Granville Road; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Southwick.

Thos. J. Costello)
:County
Charles W. Bray)Commissioners
:of the County
Maurice G. Donahue)of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity requires that the highway leading from Main R. to Granby R. and known as a part of Main Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Main Road and extend in a Southeastern direction to Granby Road a distance of 450 feet more or less.

Granville, Selectmen of the Town of, Petrs. for specific repairs on highway leading from Main R. to Granby R. and known as a part of Main Road, the work to begin at Main Road and extend in a southeastern direction to Granby Road a distance of 450 feet more or less, and for aid.

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Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of Sept. 1934.

Porter T. Frisbie)
Chas. E. Barnes)Selectmen
Joseph L. Dickinson)of
Granville

The foregoing petition was entered on the 24th day of September 1934, and due proceedings having been had thereon, on the 28th day of November 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 28, 1934

On the petition of the Selectmen of the Town of Granville for specific repairs on highway leading from Main Road to Granby Road and known as a part of Main Road, the work to begin at Main Road and extend in a southeastern direction to Granby Road a distance of 450 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of October, A. D. 1934,

view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Granville, leading from Granby Road northwesterly to Main Road, and being known as Granby Road Branch (also known as a part of Main Road) to grade, surface with bituminous macadam and otherwise improve about 475 feet, the work to begin at a point on Granby Road about 400 feet south of the intersection with Main Road, and extend northwesterly to a point on Main Road about 530 feet west of said intersection of Granby Road and Main Road; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed THREE HUNDRED DOLLARS (\$300.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Granville.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Holland, Selectmen
of the Town of, Petre,
for construction of a
new cement bridge over
the Quinnibaud River
so-called, on Pond
Road, in place of the
present wooden bridge
in the same location,
and for aid.

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Plan in Book 10,
Page 62.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Holland, in said County, that common convenience and necessity require that a new cement bridge be constructed over Quinnibaug River so-called, on Pond Road in place of the present wooden bridge in the same location.

Now, therefore, your petitioners pray that your Honorable Board after notice, view and hearing, may order said construction and that said County contribute to the expense of said construction together with an appropriation from the State and Town.

Dated this 22nd day of September 1934.

Arthur R. Phenner

Walter F. Cummings

James A. Roberts

Selectmen of the Town of Holland

The foregoing petition was entered on the 25th day of September 1934, and due proceedings having been had thereon, on the 19th day of December, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 19, 1934

*On the petition of the Selectmen of the Town of Holland for construction of a new cement bridge over the Quinnibaug River so-called, on Pond Road, in place of the present wooden bridge in the same location, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of October, A. D. 1934, view said bridge and hear all parties and did adjudge that construction of a new cement bridge should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following work to be done, to construct a bridge over Quinnebaug River, and grade approaches thereto, in the Town of Holland, on the road leading from East Brimfield Road to Brimfield Road, being known as Pond Bridge Road, the work to begin at station 3+35+. A steel stringer bridge with reinforced concrete floor shall be constructed at station 3+35+ in accordance with plans, the gravel and tar surfacing called for in said plans to be omitted. The furnishing, fabricating, erecting, paint and painting of all steel superstructures shall conform to sections 63 to 65 inclusive of the standard specifications together with the following additions and corrections: the field painting of structural steel shall not be done where the concrete is not sufficiently completed, in the opinion of the Engineer, to avoid staining and discoloring the paint. Before any field painting is done, the Contractor shall clean all steel according to the requirements of Section 65-B and shall remove all concrete and laitance to the satisfaction of the Engineer. The color coat of paint shall be Structural Gray as specified in Section 64C-2b, and the shade shall conform to the sample in the office of the Bridge Engineer. All welding required to be done shall conform to the specifications for arc welding of the American Welding Society. The superstructure of the present bridge shall be removed and satisfactorily disposed of by the Contractor. Wooden guard rail on the bridge shall conform to Sections 171 to 173 inclusive of the standard specifications with the following additions and corrections: the posts shall be fabricated from one and one-half (1 1/2) inch square wrought iron bars containing no admixture of steel and conforming to A.S.T.M. Specifications A 41-30. The approaches to the bridge shall be graded to a width of 20 feet in cuts and 25-1/4 - 30-1/2 feet on embankments. Outside the graded roadway the slopes shall be extended as directed by the Engineer. This and all other work to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, No. 4720, on file with this case, and in accordance with plan prepared by the Massachusetts Department of Public Works entitled -

The Commonwealth of Massachusetts
Proposed Bridge
HOLLAND
Station 3+34.7+
Over Outlet from Holland Pd.
Scales as Noted
Office Of
Department of Public Works
100 Nashua St. Boston, Mass.
July 1934

G.E.Harkness, Bridge Engineer

A.W.Dean, Chief Engineer

Said plan is on file in the Clerk of Courts' Office, Court House,
Springfield, Mass.

These repairs and construction to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of said approaches and construction of said bridge.

All damages sustained by any person by reason of said repairs and construction, shall be paid by the Town of Holland.

Thos. J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Chester, Selectmen
of, Petrs. for speci-
fic repairs on Chester
Hill Road, the work
to begin at station
65 and extend north-
erly for a distance
of 700 ft to station
72; beginning again
at Middlefield Town
Line at station 386.66
and extend southerly
for a distance of 766
feet to station 379,
and for aid.

76

To the County Commissioners of the County of Hampden.
RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of
Chester, in said County, that common convenience and necessity require
that the highway leading from Huntington to Middlefield and known as
Chester Hill Road be specifically repaired by grading, resurfacing or
hardening and otherwise repaired as may be necessary, the work to
begin at station 65 and extending northerly for a distance of 700 feet
to station No. 72 also beginning at Middlefield Town Line at station
386.66 and extending to station 379 in a southerly direction, a
distance of 766 feet.

WHEREFORE your petitioners pray that your Honorable Board after
notice and hearing, may determine and specify such specific repairs,
and order them to be made, and that said County contribute to the
expense of said repairs together with an appropriation from the State.

Dated this twenty fourth day of October 1934

Thomas Rose

Leon J. Kelso

John E. Cooney

Selectmen of Chester

The foregoing petition was entered on the 24th day of October 1934,
and due proceedings having been had thereon, on the 5th day of
December, 1934, said Commissioners file the following Final Decree,
to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 5, 1934

On the petition of the Selectmen of the Town of Chester for
specific repairs on Chester Hill Road, the work to begin at station 65
and extend northerly for a distance of 700 ft to station 72; beginning
again at Middlefield Town Line at station 386.66 and extend southerly
for a distance of 766 feet to station 379, and for aid.

It appearing that all persons and corporations interested
therein had been duly notified of the time and place of meeting, the
said Commissioners did on the twenty-second day of November, A. D.
1934, hear all parties interested and did adjudge that specific repairs
should be made. At the time of said hearing no person interested
having objected after adjudicating as aforesaid, said Commissioners

order the following repairs made on said road in Chester, leading from Huntington to Middlefield, and being known as Chester Hill Road, to grade, surface with gravel and otherwise improve about 1,416 feet, the work to be done in two sections: the first section to begin at the end of the section of said road improved in 1932, station 67+50, and extend northerly to station 74, and the second section to begin at the Middlefield line, station 386+66, and extend southeasterly to station 379; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Chester.

Thos. J. Costello)
Chas. W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that a new cement bridge be constructed over Cook brook so-called, on Chester Hill Road in place of the present old narrow bridge, in the same location.

Now, therefore, your petitioners pray that your Honorable Board after notice and hearing, may order said construction and that said County contribute to the expense of said construction together with an appropriation from the State and Town.

Dated this 29th day of October 1934.

Thomas Rose

Leon J. Kelso

John E. Cooney

Selectmen of the Town of Chester

The foregoing petition was entered on the 30th day of October 1934, and due proceedings having been had thereon, on the 5th day of December 1934, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 5, 1934

On the petitions of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on Chester Hill Road, the work to begin at end completed in 1933 for a distance to be determined by the State Engineers, and for aid; and for a new cement bridge over Cook brook so called, on Chester Hill Road in place of the present old narrow bridge, in the same location, and for aid.

Chester, Selectmen of the Town of, Petrs. for a new cement bridge over Cook brook so-called, on Chester Hill Road in place of the present old narrow bridge, in the same location, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 40 and No. 77, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of July A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made, and on petition No. 77 the said Commissioners did on the twenty-second day of November A. D. 1934, hear all parties interested and did adjudge that a new cement bridge should be built. At the time of said view and hearings no persons interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to construct a concrete bridge 20' x 5', and grade, surface with gravel and otherwise improve about 2,500 feet of road in the Town of Chester, leading from Huntington to Middlefield, and being known as Chester Hill Road; the bridge to be located at about station 68+50 on Chester Hill Road, and the road work to begin at the end of the section of said Chester Hill Road improved in 1933, station 276 and extend northeasterly to station 301; these repairs and bridge construction to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These road repairs and bridge construction to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway and bridge.

All damages sustained by any person by reason of said repairs on this road and said construction of bridge, shall be paid by the Town of Chester.

Thos. J. Costello)
Chas. W. Bray)County
Maurice G. Donahue)Commissioners
of the County
of Hampden.

THE COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

Office of the Board of Selectmen

To the County Commissioners of the County of Hampden.

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that a bridge on the Granville road, leading from Southwick to Granville, be rebuilt. Said bridge, being located about one mile westerly of the junction of said Granville road and the College Highway, was undermined and damages beyond repair by the heavy rains this fall.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such construction and order said bridge to be rebuilt, and that the County contribute to the expense of said construction together with an appropriation from the State and Town.

Southwick, Selectmen of the Town of, Petrs. for rebuilding of bridge on Granville Road leading from Southwick to Granville, said bridge being located about one mile westerly of the junction of said Granville Road and the College Highway, and for aid.

Dated this twentieth day of November A. D. 1934.

A. F. Johnson }
Philip K. Hall } Selectmen
Enfred Anderson } of
Southwick.

The foregoing petition was entered on the 23rd day of November 1934, and due proceedings having been had thereon, on the 19th day of December, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 19, 1934

On the petition of the Selectmen of the Town of Southwick for rebuilding of bridge on Granville Road leading from Southwick to Granville, said bridge being located about one mile westerly of the junction of said Granville Road and the College Highway, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the nineteenth day of December, A. D. 1934, adjudge that rebuilding of the bridge and specific repairs on approaches should be made. The Commissioners order the following work to be done, to construct a multiplate corrugated iron bridge and approaches of bituminous macadam in Southwick, on the road leading to Granville, and being known as Granville Road, the work to begin at station 169+50+ and extend easterly to station 170+50+. A multiplate corrugated iron bridge shall be constructed; wherever the present surface is disturbed, a bituminous macadam surface shall be constructed in accordance with the requirements of sections 31 to 38 inclusive of the standard specifications; said surface to be 18 feet in width and 6 inches in depth. These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs and bridge rebuilding to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing and rebuilding of said approaches and bridge.

All damages sustained by any person by reason of said repairs and bridge rebuilding, shall be paid by the Town of Southwick.

Thomas J. Costello)
Maurice G. Donahue) County
Charles W. Bray) Commissioners
of the County
of Hampden.

October 2, 1934 Ordered, County Treasurer authorized and directed to pay \$360.26 to Town of Agawam on acct. of County's proportion of cost of work done on Suffield Street.

Orders

Ordered, County Treasurer authorized and directed to pay \$474.46 to City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68-1933.

Oct Meeting 1934

Orders

October 2, 1934

Ordered, County Treasurer authorized and directed to pay \$356.96 to the City of Holyoke on acct. of County's proportion of cost of work done on Jarvis Avenue.

Ordered, County Treasurer authorized and directed to pay \$290.23 to the Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 37-1933.

October 17, 1934

Ordered, County Treasurer authorized and directed to pay \$695.14 to the City of Holyoke on acct. of County's proportion of cost of work done on Jarvis Avenue.

Order to arrest

October 24, 1934

Order to arrest holder of parole, Robert E. Senecal.

Order to arrest
Revoked.

Ordered, that the order to arrest Henry J. LaBelle of Springfield, holder of permit to be at liberty, issued Sept. 5, 1934 is hereby revoked, said revocation to take effect October 27, 1934.

Order to Pay
Money

October 31, 1934

Ordered, County Treasurer authorized and directed to pay the sum of \$15,390.92 to the County of Hampshire on the Tuberculosis Hospital account which is the assessment for the year 1933.

Orders

Ordered, County Treasurer authorized and directed to pay the sum of \$2,688.78 to the Town of West Springfield on acct. of County's proportion of cost of work done on Union Street.

November 7, 1934

Ordered, County Treasurer authorized and directed to pay \$848.16 to Town of Agawam on acct. of County's proportion of cost of work done on Suffield Street.

Ordered, County Treasurer authorized and directed to pay \$1,000.00 to Town of Blandford on acct. of County's proportion of cost of work done on Russell Road.

Ordered, County Treasurer authorized and directed to pay \$2,500.00 to the Town of Chester on acct. of County's proportion of cost of work done on East River Road.

Ordered, that the sum of \$999.76 be paid from County Treasury to the Town of Chester for work done on Middlefield Road.

Ordered, County Treasurer authorized and directed to pay \$1000.17 to the City of Holyoke on acct. of County's proportion of cost of work done on Jarvis Avenue.

Ordered, County Treasurer authorized and directed to pay \$341.36 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 37-1933.

Ordered, County Treasurer authorized and directed to pay \$3328.98 to Town of Ludlow on acct. of County's proportion of cost of work done on Miller Street.

Ordered, County Treasurer authorized and directed to pay \$700.00 to Town of Monson on acct. of County's proportion of cost of work done on Wales Road.

Oct. Meeting 1934

Orders

November 7, 1934

Ordered, County Treasurer authorized and directed to pay \$2,100. to Town of Montgomery on acct. of County's proportion of cost of work done on Main Road.

Ordered, County Treasurer authorized and directed to pay \$5445.60 to Town of Palmer on acct. of County's proportion of cost of work done on Park Street.

Ordered, that the sum of \$49.09 which is balance of County's proportion of cost of work done on Pine Hill Road, be paid from County Treasury to Town of Russell.

Ordered, County Treasurer authorized and directed to pay \$150.00 to Town of Russell on acct. of County's proportion of cost of work done on Montgomery Road (retaining wall).

Ordered, that the sum of \$2,000. be paid from County Treasury to Town of Southwick for work done on South Longyard Road.

Ordered, County Treasurer authorized and directed to pay \$2,500. to Town of Tolland on acct. of County's proportion of cost of work done on New Boston Road.

Ordered, that the sum of \$244.00 which is balance of County's proportion of cost of work done on Piper Cross Road be paid from County Treasury to Town of West Springfield.

Ordered, that the sum of \$366.27 which is balance of County's proportion of cost of work done on Morgan Road and Piper Cross Road be paid from County Treasury to Town of West Springfield. Case No. 59-1933.

Ordered, County Treasurer authorized and directed to pay \$3,109.81 to Town of West Springfield on acct. of County's proportion of cost of work done on Union Street.

Ordered, County Treasurer authorized and directed to pay \$4,243.80 to the City of Westfield on acct. of County's proportion of cost of work done on Mundale Road, also known as Granville Rd and Old Granville Rd.

Ordered, that the sum of \$2,500. be paid from County Treasury to Town of Wilbraham for work done on Stony Hill Road.

November 14, 1934

Ordered, County Treasurer authorized and directed to pay to the Treasurer of the Commonwealth of Massachusetts, on State Highway Account, the sum of \$18,413.87.

Order to Transfer.

Order to Transfer

COMMONWEALTH OF MASSACHUSETTS

Springfield, November 14, 1934.

HAMPDEN, SS.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure of the amount authorized by law for Miscellaneous account in said County, said County Commis-

ioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of One Thousand dollars and no cents (\$1,000.00) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello }
Chas. W. Bray } County
Maurice G. Donahue } Commissioners

Approved Nov. 15, 1934
Theodore N. Waddell
Director of Accounts

Due to an error in copying the appropriation figures, item 23, Miscellaneous, \$2,771.27 when it should have been copies \$3,771.27, it was thought necessary to make this transfer. Later when checking over the accounts, it was found not necessary.

Voted to Print
Booklet of
County Laws

November 21, 1934

Voted that the County Commissioners of Hampden County go on record as favoring the printing of a booklet of County Laws; Hampden County's share prorata to be based on State Tax apportionment; amount shall approximate \$200.00.

Orders

Ordered, County Treasurer authorized and directed to pay \$316.75 to Town of Agawam on acct. of County's proportion of cost of work done on Suffield Street.

Ordered, County Treasurer authorized and directed to pay \$218.80 to the City of Holyoke on acct. of County's proportion of cost of work done on Jarvis Avenue.

Ordered, County Treasurer authorized and directed to pay \$104.37 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 37-1933.

Ordered, County Treasurer authorized and directed to pay \$400.00 to Town of Monson on acct. of County's proportion of cost of work done on Wales Road.

Ordered that the sum of \$500. which is balance of County's proportion of cost of work done on New Boston Road be paid from County Treasury to Town of Tolland.

Ordered, County Treasurer authorized and directed to pay \$900.00 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

Ordered, County Treasurer authorized and directed to pay sum of \$1631.61 to Town of West Springfield on acct. of County's proportion of cost of work done on Union Street.

Voted to Open
Road

November 28, 1934

Action of the voters taken at a special town meeting in the Town of Holland on 10/31/34 - it was voted to open road leading from the Whittemore home in a southerly direction, and to open that portion of Pond Road Extension extending from the end of the present road and continuing on to the River.

Oct. Meeting 1934

Orders

December 5, 1934

Ordered, that the sum of \$369.08 which is balance of County's proportion of cost of work done on Suffield Street be paid from County Treasury to Town of Agawam. Case No. 36-1933.

Ordered, County Treasurer authorized and directed to pay \$300.08 to Town of Agawam on acct. of County's proportion of cost of work done on Suffield Street.

Ordered, that the sum of \$500. be paid from County Treasury to Town of Brimfield for work done on Holland and Warren Roads.

Ordered, County Treasurer authorized and directed to pay \$1,928.17 to Town of Brimfield on acct. of County's proportion of cost of work done on Brookfield Road.

Ordered, that the sum of \$1,500.00 which is balance of County's proportion of cost of work done on East River Road be paid from County Treasury to Town of Chester.

Ordered, that the sum of \$5,000. be paid from County Treasury to Town of Hampden for work done on Allen Street or Springfield Road.

Ordered, County Treasury authorized and directed to pay \$248.96 to City of Holyoke on acct. of County's proportion of cost of work done on Jarvis Avenue.

Ordered, County Treasurer authorized and directed to pay \$77.47 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 37 - 1933.

Ordered, that the sum of \$900.00 which is balance of County's proportion of cost of work done on Main Road be paid from County Treasury to Town of Montgomery.

Ordered, that the sum of \$549.53 which is balance of County's proportion of cost of work done on retaining wall on Montgomery Road be paid from County Treasury to Town of Russell.

Ordered, County Treasurer authorized and directed to pay \$200.00 to Town of Monson on acct. of County's proportion of cost of work done on Wales Road. Case No. 66 - 1933.

Ordered, County Treasurer authorized and directed to pay \$175.00 to Town of Monson on acct. of County's proportion of cost of work done on Wales Road.

Ordered, County Treasurer authorized and directed to pay \$430.02 to Town of West Springfield on acct. of County's proportion of cost of work done on Union Street.

Ordered, that the sum of \$1,000. be paid from County Treasury to Town of Wilbraham for work done on Tinkham Road.

Oct. Meeting 1934

Record of Votes By City of Chicopee Incomplete	December 5, 1934	The copies of the records of votes for Register of Deeds for the County of Hampden, being examined and counted, it appears that a copy of the record of votes returned by the City of Chicopee is incomplete.
Ordered new and Correct Copy of Record of Votes to be made.		Acting under Chapter 54 Section 123 of the General Laws, the County Commissioners ordered a new and correct copy of the record of votes for Register of Deeds to be made and transmitted by the City Clerk of Chicopee to the County Commissioners.
Patrick J. Courtney elected Register of Deeds	December 12, 1934	The copies of the records of votes for Register of Deeds for the County of Hampden, being examined and counted, (a new and correct copy of the record of votes having been transmitted by the City Clerk of the City of Chicopee in accordance with G.L. Chapter 54 Section 123,) it appears that PATRICK J. COURTNEY of Springfield, has fifty-nine thousand three hundred twenty-two votes and Samuel F. Brown of Springfield, has forty-four thousand nine hundred five votes. The said Patrick J. Courtney of Springfield, having the highest number of votes is declared to be elected.
Order to Arrest		Order to arrest Joseph A. Breton, Jr., of Chicopee, holder of permit to be at liberty.
Order		Ordered, County Treasurer authorized and directed to pay \$2,290. to the Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road.
Maintenance Mt. Tom State Reservation	December 14, 1934	Ordered, County Treasurer authorized and directed to pay to County of Hampshire for County of Hampden's share of expense of maintenance of Mt. Tom State Reservation \$300. under Chapter 264 of the Acts of 1903, this amount to be in excess of the orders dated Jan. 23, June 14 and August 9, 1934.
Patrick J. Courtney, Register of Deeds, Sworn and Bonded.	December 19, 1934	PATRICK J. COURTNEY, elected Register of Deeds, appeared before the Board and was duly sworn. His bond was fixed at four thousand dollars, and was filed and approved, the surety being the Massachusetts Bonding and Insurance Company.
Orders		Ordered, County Treasurer authorized and directed to pay \$154.40 to the Town of Agawam on acct. of County's proportion of cost of work done on Suffield Street.
		Ordered, that the sum of \$300. be paid from County Treasury to Town of Blandford for work done on Barrington Turnpike.
		Ordered, County Treasurer authorized and directed to pay \$71.83 to Town of Brimfield on acct. of County's proportion of cost of work done on Brookfield Road.
		Ordered, County Treasurer authorized and directed to pay \$220.96 to the City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68-1933.
		Ordered, that the sum of \$500. be paid from County Treasury to Town of East Longmeadow for work done on Porter Road also known as Wilbraham Road.

December 19, 1934

Ordered, that the sum of \$1,750. be paid from County Treasury to Town of East Longmeadow for work done on Parker Street.

Orders

Ordered, that the sum of \$300. be paid from County Treasury to Town of Granville for work done on part of Main Road.

Ordered, that the sum of \$3,000. be paid from County Treasury to Town of Granville for work done on Main Road.

Ordered, that the sum of \$910. which is the balance of County's proportion of cost of work done on Mashapaug Road be paid from County Treasury to Town of Holland.

Ordered, that the sum of \$408.97 which is the balance of County's proportion of cost of work done on Miller Street be paid from County Treasury to Town of Ludlow.

Ordered, that the sum of \$2,000. be paid from County Treasury to Town of Southwick for work done on Loomis Street.

Ordered, that the sum of \$1,100. which is balance of County's proportion of cost of work done on Monson Road be paid from the County Treasury to the Town of Wales.

Ordered, that the sum of \$756.20 which is the balance of the County's proportion of cost of work done on Granville Road sometimes called Old Granville Road be paid from the County Treasury to the City of Westfield.

Damages Done
By Dogs

Land Damages

Sundry accounts being presented, are allowed, and the same amounting to the sum of

Sundry Accounts

December 20, 1934

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

CLERK.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of December, being the twenty-fifth day of said month, (held Wednesday, December 26th, instead) and on the twenty-seventh and by adjournment on the twenty-eighth day of December, in the year of our Lord One Thousand Nine Hundred and Thirty-Four.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

And by adjournment on the second day of January and from time to time to the eighth day of April in the year of our Lord One Thousand Nine Hundred and Thirty-Five.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

Thomas J. Costello, of Springfield, having been declared by the Board of Examiners elected County Commissioner, for the term of four years, and having been duly sworn, appears on said second day of January, and the Board, consisting of Thomas J. Costello, Charles W. Bray and Maurice G. Donahue, Esquires, proceed to the choice of a chairman. The whole number of votes cast is three, and Thomas J. Costello, Esquire, is chosen unanimously chairman of the Board for the year ensuing.

Longmeadow, Selectmen of the Town of, Petrs. for specific repairs on Williams Street, the work to begin at sta. 117 as shown on a plan of Williams St. as laid out by the County Comms. Sept. 27, 1933, and extend in an easterly direction to the East Longmeadow Town line, a distance of 1,784 feet more or less, and for aid.

The Following Case was Dismissed without Prejudice:
TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Longmeadow in said County, that common convenience and necessity requires that the highway leading from Longmeadow to East Longmeadow and known as Williams Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 117 as shown on a plan of Williams Street as laid out by the County Commissioners September 27, 1933 and extend in an easterly direction to the East Longmeadow Town line a distance of 1,784 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this 23rd day of July 1934.

Edwin S. Munson

Frank B. Allen

Charles H. Bump

Selectmen of the Town of Longmeadow.

The foregoing petition was entered on the 1st day of August 1934, and due proceedings having been had thereon, on the 20th day of March 1935, said Commissioners file the following Decree Dismissing Petition Without Prejudice, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 20, 1935

In the matter of the petition of the Selectmen of the Town of Longmeadow for specific repairs on William Street, the work to begin at station 117 as shown on a plan of Williams Street as laid out by the County Commissioners September 27, 1933, and extend in an easterly direction to the East Longmeadow Town line, a distance of 1,784 feet more or less, and for aid, it appearing that the allotment of \$1,000. for the above work was added to the County's allotment of \$10,000. in 1933 under the petition filed in 1933 by the Selectmen of the Town of Longmeadow, this petition (No. 71-1934) is dismissed without prejudice.

Thos. J. Costello

Chas. W. Bray

Maurice G. Donahue

County Commissioners of the
County of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Davitt Memorial Bridge to Grattan Street, and known as Granby Road be re-located, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Davitt Memorial Bridge and extend northeasterly in direction to Grattan Street a distance of 8800 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated, this 2d day of July 1934.

Oneil Deroy Mayor

Walter M. Grocki
Chester T. Skibinski
Frank E. Landers
Joseph J. Dunn
James J. O'Connor
Aloysius T. Hickson

Stanislaw Sitarz
Patrick J. Hassett
Ernest Laflamme
Ernest Cote
George H. Lewis
Francis X. Desmarais

George Simonick
William H. Cannon
Charles A. Hulton
Walter Kijak
Henry C. Gingras

F. F. Cobb, City Eng.

The foregoing petition was entered on the 5th day of July 1934, and due proceedings having been had thereon, on the 10th day of January 1935, said Commissioners file the following Relocation Report, to wit:

Chicopee, Mayor and Board of Aldermen of the City of, Petrs. for relocation, alterations and specific repairs on Granby Road, the work to begin at Davitt Memorial Bridge and extend northeasterly in direction to Grattan Street, a distance of 8800 feet more or less, and for aid.

67.

Plans in Book 10.
Pages 63, 64, 65.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 26, 1934

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for relocation, alterations and specific repairs on Granby Road, the work to begin at Davitt Memorial Bridge and extend northeasterly in direction to Grattan Street, a distance of 8800 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did on the twenty-seventh day of July, A. D. 1934, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Granby Road, so called, and begins at the easterly side of the State highway location on Chicopee Street as laid out October 30, 1917, extending thence in a general easterly direction for about 3/5 of a mile, as hereinafter described, to a point about opposite the house of Walter J. Krofsky.

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in July, 1934, and begins at a point in the present roadway shown on plan as station 0+48.27, said point being on the base line of the aforesaid State highway layout being identical with station 0+36.80 of said base line, thence south 78° 49' 25" east 565.16 feet, thence by a curve to the left of 379.85 feet radius 285.72 feet; thence north 58° 04' 45" east 416.28 feet; thence by a curve to the right of 512.60 feet radius 197.52 feet; thence north 80° 09' 25" east 75.45 feet; thence by a curve to the left of 497.17 feet radius 291.36 feet; thence north 46° 34' 45" east 100.18 feet; thence by a curve to the right of 470.31 feet radius 290.41 feet; thence north 81° 57' 30" east 349.59 feet; thence north 82° 02' 35" east 407.26 feet; thence by a curve to the left of 165.39 feet radius 243.66 feet; thence to a point at the end of the layout shown on plan as station 32+70.86.

The northerly location line begins at a point on the easterly location line of the aforesaid State highway layout on Chicopee Street, at its junction with the northerly location line of a former layout on Granby Road as approximately located; said point bearing north 45° 49' 04" east and being 30.39 feet distant from the point of beginning of the above-described base line shown on plan as station 0+48.27 and extends thence following said former location line, south 78° 49' 25" east 627.34 feet to a point bearing north 0° 43' 55" west and 16.21 feet distant from station 6+96.90; thence north 77° 21' 35" east 133.13 feet to a point bearing north 22° 34' 55" west and 17.70 feet distant from station 8+37.24; thence north 47° 30' 35" east

246.98 feet to a point bearing north $31^{\circ} 55' 15''$ west and 67.80 feet distant from station 10+83.17; thence north $81^{\circ} 33' 35''$ east 95.25 feet to a point bearing north $31^{\circ} 55' 15''$ west and 29.85 feet distant from station 11+70.53; thence leaving said former location line and extending north $55^{\circ} 47' 19''$ east 233.37 feet to a point again on said former location line bearing north $22^{\circ} 49' 50''$ west and 46.19 feet distant from station 13+96.76; thence following said former location line north $83^{\circ} 09' 35''$ east 138.84 feet to a point bearing north $18^{\circ} 06' 29''$ east and 27.88 feet distant from station 15+12.95; thence leaving said former location line and extending by a curve to the left of 500.00 feet radius 262.47 feet to a point bearing north $34^{\circ} 25' 14''$ west and 37.04 feet distant from station 18+01.66; thence north $53^{\circ} 04' 58''$ east 244.69 feet to a point again on said former location line bearing north $45^{\circ} 42' 22''$ west and 20.52 feet distant from station 20+51.99; thence following said former location line north $46^{\circ} 42' 42''$ east 101.45 feet to a point bearing north $23^{\circ} 51' 19''$ west and 44.48 feet distant from station 21+40.54; thence north $81^{\circ} 57' 30''$ east 489.89 feet to a point bearing north $7^{\circ} 59' 58''$ west and 25.00 feet distant from station 26+19.94; thence north $82^{\circ} 02' 35''$ east 407.28 feet to a point bearing north $7^{\circ} 57' 25''$ west and 25.00 feet distant from station 30+27.20; thence leaving said former location line and extending by a curve to the left of 140.39 feet radius 206.84 feet to a point at the end of the layout, on the aforesaid former location line, bearing south $87^{\circ} 37' 55''$ west and 25.00 feet distant from the point of ending of the above-described base line shown on plan as station 32+70.86.

The southerly location line begins at a point on the easterly location line of the aforesaid State highway layout at its junction with the southerly location line of a former layout on Granby Road, as approximately located, said point bearing south $37^{\circ} 32' 30''$ east and being 37.89 feet distant from the point of beginning of the above-described base line shown on plan as station 0+48.27 and extends thence following said former location line, south $78^{\circ} 49' 25''$ east 626.68 feet to a point bearing south $0^{\circ} 43' 55''$ east and 34.89 feet distant from station 6+96.90; thence leaving said former location line and extending by a curve to the left of 276.03 feet radius 218.66 feet to a point bearing south $19^{\circ} 34' 55''$ east and 52.73 feet distant from station 8+99.15; thence north $55^{\circ} 47' 19''$ east 407.38 feet to a point bearing south $1^{\circ} 44' 16''$ east and 40.76 feet distant from station 13+15.43; thence by a curve to the right of 480.00 feet radius 191.60 feet to a point bearing south $10^{\circ} 13' 59''$ west and 37.62 feet distant from station 15+12.95; thence north $78^{\circ} 39' 32''$ east 143.28 feet to a point again on the aforesaid southerly location line of a former layout, bearing south $15^{\circ} 46' 00''$ east and 34.43 feet distant from station 16+39.80; thence following said former location line north $60^{\circ} 17' 24''$ east 257.00 feet to a point bearing south $48^{\circ} 16' 34''$ east and 34.74 feet distant from station 18+79.76; thence leaving

said former location line and extending north $50^{\circ} 17' 04''$ east 170.97 feet to a point bearing south $45^{\circ} 42' 22''$ east and 40.19 feet distant from station 20+51.99; thence by a curve to the right of 380.00 feet radius 210.07 feet to a point again on the southerly location line of the former layout bearing south $36^{\circ} 24' 07''$ east and 28.41 feet distant from station 22+70.35; thence following said former location line north $81^{\circ} 57' 30''$ east 336.08 feet to a point bearing south $7^{\circ} 59' 58''$ east and 25.00 feet distant from station 26+19.94; thence north $82^{\circ} 02' 35''$ east 579.92 feet to a point bearing south $50^{\circ} 09' 45''$ east and 91.64 feet distant from station 31+49.03; thence north $2^{\circ} 22' 05''$ west 172.67 feet to a point at the end of the layout bearing north $87^{\circ} 37' 55''$ east and 25.00 feet distant from the point of ending of the above-described base line shown on plan as station 32+70.86.

That portion of the location of the former location lying northerly of the above-described northerly location line between stations 13+72.92 and 13+96.76 and lying southerly of the above-described southerly location line between stations 12+03.30 and 12+74.55 is hereby abandoned as highway.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the City of Chicopee in said County.

Parcel No. 1. A parcel of land supposed to be owned by ALICE CHAPIN, located on the southerly side of Granby Road, so-called, between sta. 6+97+ and sta. 12+03.30, bounded as follows: Southeasterly and southerly by the southerly location line of the 1934 County layout, about 537 feet; and northerly, northwesterly, and northerly again by the former southerly location line of said Granby Road as approximately located, about 541 feet, containing about 17,100 square feet.

Parcel No. 2. A parcel of land supposed to be owned by HERMINE LEMIEUX, located on the northerly side of Granby Road, so called, between Sta. 11+70.53 and Sta. 13+72.92, bounded as follows: Northwesterly by the northerly location line of the 1934 county layout, about 206 feet, and southeasterly and southerly by the former northerly location line of said Granby Road as approximately located, about 214 feet; containing about 2680 square feet.

Parcel No. 3. A parcel of land supposed to be owned by ALICE CHAPIN, located on the southerly side of Granby Road, so called, between sta. 12+74.55 and sta. 13+53+, bounded as follows: Southerly by the southerly location line of the 1934 County layout about 66 feet, northwesterly by the former southerly location line of said Granby Road as approximately located, about 78 feet, and easterly by the westerly boundary of land of Alexander Zamorski about 20 feet; containing about 530 square feet.

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Parcel No. 4. A parcel of land supposed to be owned by Alexander Zamorski, located on the southerly side of Granby Road, so called, between sta. 13+43+ and sta. 16+39.80, bounded as follows: Southerly by the southerly location line of the 1934 county layout, about 288 feet; westerly by the easterly boundary of land of Alice Chapin, about 20 feet; and northwesterly and northerly by the former southerly location line of said Granby Road, as approximately located, about 290 feet; containing about 3820 square feet.

Parcel No. 5. A parcel of land supposed to be owned by HERMINE LEMIEUX, located on the northerly side of Granby Road, so called, between sta. 15+26+ and sta. 17+63+, bounded as follows: Northerly by the northerly location line of the 1934 county layout, about 227 feet; easterly by the westerly location line of Lawrence Road, so called, as approximately located, about 4 feet; and southerly by the former northerly location line of said Granby Road, as approximately located, about 229 feet; containing about 1145 square feet.

Parcel No. 6. A parcel of land supposed to be owned by HERMINE LEMIEUX, located on the northerly side of Granby Road, so called, between sta. 18+16+ and sta. 19+29+, bounded as follows: Northwesterly by the northerly location line of the 1934 county layout about 105 feet; easterly by the westerly boundary of land of Albert Meyer, about 15 feet; southeasterly by the former northerly location line of said Granby Road, as approximately located, about 104 feet; and westerly by the easterly location line of Lawrence Road, as approximately located, about 10 feet; containing about 1530 square feet.

Parcel No. 7. A parcel of land supposed to be owned by JAN and AMELIA KOBAK, located on the southerly side of Granby Road, so called, between sta. 18+82+ and sta. 22+50+, bounded as follows: Southeasterly by the southerly location line of the 1934 county layout about 349 feet; northwesterly and northerly by the former southerly location line of said Granby Road, as approximately located, about 361 feet; and easterly by the westerly boundary of land of Barbara Wojcicki, about 2 feet; containing about 3240 square feet.

Parcel No. 8. A parcel of land supposed to be owned by ALBERT MEYER, located on the northerly side of Granby Road, so called, between sta. 19+23+ and sta. 20+40+, bounded as follows: Northwesterly by the northerly location line of the 1934 county layout about 115 feet; easterly by the westerly boundary of land of Agnes N. Fisher, about 1.5 feet; southeasterly by the former northerly location line of said Granby Road, as approximately located, about 120 feet; and westerly by the easterly boundary of land of Hermine Lemieux, about 15 feet; containing about 910 square feet.

Parcel No. 9. A parcel of land supposed to be owned by AGNES N. FISHER, located on the northerly side of Granby Road, so called, between sta. 20+40+ and sta. 20+50+, bounded as follows: Northwesterly by the northerly location line of the 1934 county layout about 8 feet, southeasterly by the former northerly location line of said Granby Road, as approximately located, about 9 feet; and westerly by the

easterly boundary of land of Albert Meyer about 1.5 feet; containing about 5 square feet.

Parcel No. 10. A parcel of land supposed to be owned by BARBARA WOJCICKI, located on the southerly side of Granby Road, so called, between sta. 22+50+ and sta. 22+84+, bounded as follows: Southerly by the southerly location line of the 1934 county layout about 32 feet; westerly by the easterly boundary of land of Jan and Amelia Kobak about 2 feet; and northerly by the former southerly location line of said Granby Road, as approximately located, about 32 feet; containing about 20 square feet.

Parcel No. 11. A parcel of land supposed to be owned by WALTER J. KROFSKY, located on the northerly side of Granby Road, so called, between sta. 30+27.20 and sta. 32+70.86, bounded as follows: North-westerly by the northerly location line of the 1934 county layout 206.84 feet; easterly and southerly by the former northerly location line of said Granby Road, as approximately located, about 254.66 feet; containing about 3355 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts - Plan Of Road - in the City of Chicopee - Hampden County - Laid out by the County Commissioners - Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of March next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:-

TO:-

Alice Chapin.	\$ 1.00
Hermine Lemieux	1.00
Alice Chapin.	1.00
Alexander Zamorski.	1.00
Hermine Lemieux	1.00
Hermine Lemieux	1.00
Jan and Amelia Kobak.	1.00
Albert Meyer.	1.00
Agnes N. Fisher	1.00
Barbara Wojcicki.	1.00
Walter J. Krofsky	1.00

The work to be done is as follows: to grade, surface with bituminous macadam and otherwise improve about 8,790 feet of road in Chicopee, leading to Granby, and being known as Granby Road; the work to begin at Chicopee Street, station 0+00, and extend northerly to a point at or near station 87+90, or as far as the money will go; these repairs to be

made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Chicopee a sum not to exceed NINE THOUSAND DOLLARS (\$9,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the City of Chicopee.

Thomas J. Costello)County
)Commissioners
Maurice G. Donahue)of the County
)of Hampden.
Ashley N. Boucher)Assoc. Commissioner.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

January 10, 1935

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

To the Honorable County Commissioners of the County of Hampden:

Respectfully represents the Board of Aldermen of the City of Holyoke that a public way in the City of Holyoke, County of Hampden and Commonwealth of Massachusetts, known as Northampton Street, crosses the tracks of the New York, New Haven and Hartford Railroad, Westfield Branch, by an underpass known as New York, New Haven and Hartford Railroad bridge No. 8.05; that said Board deems it necessary for the security or convenience of the public that an alteration, which does not involve the abolition of a crossing at grade, should be made in said crossing, the approaches thereto, the location of said railroad or way or in the bridge at said crossing.

Wherefore, said Board of Aldermen prays that said County Commissioners, after public notice, will hear all parties interested and if they decide that such alteration is necessary, will prescribe the manner and limits within which it shall be made.

Dated at Holyoke this fourth day of October 1934.

BOARD OF ALDERMEN OF THE CITY OF HOLYOKE

John D. Ryan, Jr.
Frederick Childs
Jeremiah J. Hurley
John L. O'Neill
Thomas F. McLean
E. Clayton Tucker
Joseph Metcalf, 2nd
David G. Clark
Laurence W. Law
William Masse
Sidney E. Whiting, Jr.

Edgar M. Osgood
Louis H. Prevost
Joseph F. Griffin
Wm. E. Bosworth
Margaret A. Green
Thomas A. Barnett
Frank O'Connell
Oscar DeRoy
Patrick J. Moakler
John F. Bell, Jr.

Holyoke, Board of Aldermen of the City of, Petrs. for alteration in crossing, the N.Y. N.H. & H.R.R., Westfield Branch, Bridge No. 8.05 (not involving the abolition of a crossing at grade), the approaches thereto, the location of said railroad or way or in the bridge at said crossing.

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Plan in Book 10,
Page 66.

The foregoing petition was entered on the 10th day of October 1934, and due proceedings having been had thereon, on the 13th day of February 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting February 13, 1935

In the matter of the petition of the Board of Aldermen of the City of Holyoke that a public way in the City of Holyoke known as Northampton Street, crosses the tracks of the New York, New Haven and Hartford Railroad, Westfield Branch, by an underpass known as New York, New Haven and Hartford Railroad Bridge No. 8.05; that said Board deems it necessary for the security or convenience of the public that an alteration, which does not involve the abolition of a crossing at grade, should be made in said crossing, the approaches thereto, the location of said railroad or way or in the bridge at said crossing.

Due notice having been given to all the parties interested as ordered by the Commissioners, a hearing was given in the matter of the foregoing petition at the New York, New Haven and Hartford Railroad Bridge No. 8.05 on Northampton Street in said Holyoke on the twenty-sixth day of October, 1934, and a view taken of the premises described in said petition. There were present the following:

Thomas J. Costello, Chairman of the Board of County Commissioners
Charles W. Bray, County Commissioner
Clarence H. Granger, Associate Commissioner, who acted in place of Maurice G. Donahue, County Commissioner, disqualified on account of residence.

P. J. Moakler, Board of Aldermen
W. H. Skillings, Chairman, Board of Public Works
E. J. Nobert, " " " "
P. J. Collins, " " " "
G. F. Stone, Clerk, " " " "
John J. Myers, Supt. of Streets
P. J. Lucey, Engineer, Holyoke Water Department
P. E. Bond, City Engineer, Holyoke
H. D. Phillips, District Engineer, State Highway Department
F. J. Pitcher, Engineer of Structures, N.Y. N.H. & H. Railroad
A. L. Tuttle, Asst. Div. Engineer, Boston

After due hearing it appearing that it is necessary for the security and convenience of the public that an alteration should be made in said crossing, which does not involve the abolition of a crossing at grade, the approaches thereto, the location of said railroad or way or in the bridge at said crossing, as set forth in said petition, thereupon, it is ORDERED, ADJUDGED and DECREED that the manner and limits within which such alteration shall be made are as follows:

1. All work to be done substantially in accordance with plan entitled "The Commonwealth of Massachusetts Hampden County Plan and Profile of the Relocation of Holyoke and Westfield Railroad Company (N.Y., N.H. & H. R.R. Co., Lessee) Bridge No. 8.05 in the City of Holyoke on Northampton St. Sta. 239+90.15 Scales as Noted Department of Public Works 100 Nashua St. Boston, Mass. October 1934 A. W. Dean Chief Engineer" and bearing the signatures of the County Commissioners of Hampden County.

2. The present underpass shall be relocated northerly of the existing underpass as shown on the plan.

3. A new bridge shall be constructed to carry a single track of the Holyoke and Westfield Railroad Company over the relocated highway. The superstructure shall be of the ballasted floor type consisting of two half through plate girders with a deck of wrought iron plates protected by membrane waterproofing and designed for Cooper's E-60 loading.

4. The abutments shall be of rubble concrete with a minimum square distance between their faces of 50' 3" and a minimum verticle headroom of not less than 14 feet.

5. All parts of the superstructure shall be designed, fabricated and erected in accordance with the New York, New Haven and Hartford Railroad Company's General Specifications for Steel Railroad Bridges 1929. All concrete shall be designed in accordance with the Standard Specifications for Highway Bridges and Incidental Structures of the American Association of State Highway Officials.

6. The new highway shall be surfaced with cement concrete of the widths and thickness and to the grades shown on the plans.

7. After the new bridge is constructed and open to use the existing bridge shall be removed and the space between the present abutments filled to conform to the slopes of the railroad embankment.

8. A permanent easement for highway purposes is hereby taken from the Holyoke and Westfield Railroad Company (N.Y., N.H. & H. R. R. Co., Lessee) and comprises a portion of the right of way of said railroad and is bounded and described as follows:

Beginning at a point on the northwesterly location line of the right of way of the Holyoke and Westfield Railroad Company (N.Y., N.H. & H. R.R. Co., Lessee) bearing S 82° 44' 39" W and 50.20 ft. distant from Sta. 394+23.57 of the base line of location of said railroad (equals Sta. 239+90.15 of the base line of location of the survey for the proposed highway); extending thence by said railroad location line N 27° 28' 55" E 34.93 ft., thence by a curve to the right of R = 1473.94 feet, L = 123.06 feet; thence, crossing said railroad right of way S 12° 19' 25" E 121.34 ft. to a point on the southeasterly location line thereof, thence following said location line southwesterly by a curve to the left of R = 1391.44 feet, L = 23.70 feet;

Dec. Meeting 1934

thence S 27° 28' 55" W 133.93 feet; thence, again crossing said railroad right of way N 12° 19' 25" W 123.87 feet to the point of beginning above described.

No land damages of any kind shall be paid by the County of Hampden.

Thos. J. Costello)County
Charles W. Bray)Commissioners
Clarence H. Granger)of the County
Associate Commissioner.

Orders

December 26, 1934

Ordered, County Treasurer authorized and directed to pay \$400. to Town of Brimfield on acct. of County's proportion of cost of work done on Brookfield Road.

Ordered, County Treasurer authorized and directed to pay \$1595.29 to City of Chicopee on acct. of County's proportion of cost of work done on Granby Road.

Ordered, County Treasurer authorized and directed to pay \$675.15 to the City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68-1933.

Ordered, County Treasurer authorized and directed to pay \$382.05 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield and East Brimfield Roads.

Ordered, County Treasurer authorized and directed to pay \$300. to Town of Monson on acct. of County's proportion of cost of work done on Wales Road.

Ordered, County Treasurer authorized and directed to pay \$100.00 to Town of Monson on acct. of County's proportion of cost of work done on Wales Road. Case No. 66-1933.

Ordered, County Treasurer authorized and directed to pay \$5,624.33 to Town of Palmer on acct. of County's proportion of cost of work done on Thorndike Street.

Voted to Appoint
William C. Giles
as Counsel

January 2, 1935

Voted, to appoint William C. Giles, Esquire, of Springfield, Hampden County, Massachusetts, as Counsel for the Hampden County Commissioners, for the year 1935, and he is hereby appointed.

Voted to Appoint
William T. Keefe,
Dog Officer

Voted, to appoint William T. Keefe of Westfield Hampden County, Massachusetts, as Dog Officer for the County of Hampden for the year 1935, and he is hereby appointed.

Appointment
Harriet L. Jordan

Copy of appointment of Harriet L. Jordan as Assistant Register of Deeds, County of Hampden, made by Patrick J. Courtney, Register.

Harriet L. Jordan
qualified as Asst.
Register of Deeds

Harriet L. Jordan qualified as Assistant Register of Deeds, County of Hampden.

Dec. Meeting 1934

January 2, 1935

Copy of appointment of Susan C. McKenna as Second Assistant Register of Deeds, County of Hampden, made by Patrick J. Courtney, Register.

Appointment
Susan C. McKenna

Susan C. McKenna qualified as Second Assistant Register of Deeds, County of Hampden.

Susan C. McKenna
qualified as
2nd Asst. Reg. Deeds

Ordered, County Treasurer authorized and directed to pay \$10,875. received as rentals from Springfield Street Railway Company and the New England Telephone and Telegraph Company under contracts with the County of Hampden with reference to use of Hampden County Memorial Bridge, by said companies to certain cities, towns and county.

Order
to pay money to
certain cities,
towns and county,
in re. rentals
from Mem. Bridge

Hampden, ss:

COMMONWEALTH OF MASSACHUSETTS
County Commissioners' Meeting January 2, 1935

ORDERED: That John J. Murphy, County Treasurer, be authorized and he is hereby directed to pay the sum of TEN THOUSAND EIGHT HUNDRED SEVENTY-FIVE DOLLARS (\$10,875.00) received as rentals from the Springfield Street Railway Company and the New England Telephone and Telegraph Company under their contract with the County of Hampden with reference to the use of the Hampden County Memorial Bridge, so called, by said companies to the following:

City of Springfield	51½	\$5,546.25
County of Hampden	31	3,371.25
Town of West Springfield	12	1,305.00
City of Holyoke	3	326.25
City of Westfield	2	217.50
Town of Agawam	1	108.75
		<u>\$10,875.00</u>

Thos. J. Costello)
Charles W. Bray) County
Maurice G. Donahue) Commissioners
of the County
of Hampden.

Ordered, that the sum of \$750. which is balance of County's proportion of cost of work done on Russell Road be paid from the County Treasury to the Town of Blandford. Case No. 36 and 37 - 1934.

Orders

Ordered, that the sum of \$4,000. be paid from County Treasury to Town of Chester for work done on Chester Hill Road.

Ordered, that the sum of \$2,500. be paid from County Treasury to the Town of Chester for work done on Chester Hill Road.

Ordered, that the sum of \$117.95 which is balance of County's proportion of cost of work done on Brimfield Road be paid from County Treasury to Town of Holland.

Ordered, County Treasurer authorized and directed to pay \$45.00 to Town of Monson on acct. of County's proportion of cost of work done on Wales Road. (1934 work).

Dec. Meeting 1934

Orders

January 2, 1935

Ordered, County Treasurer authorized and directed to pay \$150. to Town of Monson on acct. of County's proportion of cost of work done on Wales Road. Case No. 66 - 1933.

Ordered, County Treasurer authorized and directed to pay \$1,108.66 to Town of Palmer on acct. of County's proportion of cost of work done on Thorndike Street.

Ordered, that the sum of \$250. be paid from County Treasury to Town of Wales for work done on Monson Road.

Thomas J. Costello
chosen Chairman

January 7, 1935

Thomas J. Costello, Esquire, of Springfield, chosen by ballot, Chairman, for ensuing year.

Orders to Transfer
Money

Order to Transfer (4)

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 7, 1935

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Transportation of County and Associate Commissioners in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Five dollars and forty-four cents (\$5.44) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thomas J. Costello }
Charles W. Bray } County
Maurice G. Donahue } Commissioners.

Approved Jan. 8, 1935
Theodore N. Waddell
Director of Accounts.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

Springfield, January 7, 1935

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Repairing, Furnishing and Improving County Buildings in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Seven Hundred Forty Eight dollars and Twenty-three cents (\$748.23) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thomas J. Costello }
Charles W. Bray } County
Maurice G. Donahue } Commissioners.

Approved Jan. 8, 1935
Theodore N. Waddell
Director of Accounts.

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 7, 1935

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Mt. Tom Reservation in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Three Hundred dollars and no cents (\$300.00) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thomas J. Costello	} County Commissioners
Charles W. Bray	
Maurice G. Donahue	

Approved Jan. 8, 1935
Theodore N. Waddell
Director of Accounts

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 7, 1935

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Miscellaneous in said County, said Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of One Hundred Three dollars and Seventy-eight cents (\$103.78) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thomas J. Costello	} County Commissioners
Charles W. Bray	
Maurice G. Donahue	

Approved Jan. 8, 1935
Theodore N. Waddell
Director of Accounts.

January 7, 1935

Ordered, that the sum of \$271.48 which is balance of County's proportion of cost of work done on Suffield Street be paid from County Treasury to Town of Agawam.

Orders

Ordered, County Treasurer authorized and directed to pay \$131.90 to the City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68-1933.

Ordered, County Treasurer authorized and directed to pay \$148.78 to the Town of Palmer on acct. of County's proportion of cost of work done on Thorndike Street.

January 9, 1935

Ordered, that the sum of \$100. which is balance of County's proportion of cost of work done on Brookfield Road be paid from County Treasury to Town of Brimfield. Case No. 50-1934.

Dec. Meeting 1934

Orders

January 9, 1935

Ordered, that the sum of \$200. be paid from County Treasury to Town of Monson for work done on State Avenue. Case No. 49 - 1934.

Ordered, that the sum of \$142. which is balance of County's proportion of cost of work done on Wales Road be paid from County Treasury to Town of Monson. Case No. 66-1933.

Ordered, that the sum of \$1,069.07 which is balance of County's proportion of cost of work done on Union Street be paid from County Treasury to Town of West Springfield. Case No. 39-1934.

Order to Arrest

Order to arrest George M. Langevin of Springfield, holder of permit to be at liberty.

Maintenance of
Hampshire County
Sanatorium

January 16, 1935

Ordered, apportionment of expenses of maintenance of Hampshire County Sanatorium upon the Towns and one City in Hampden County.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting January 16, 1935

ORDERED: That the expense of maintenance of the Hampshire County Sanatorium under the provisions of a contract between the County of Hampden and County of Hampshire and under the provisions of the General Laws, Chapter 111, Section 85, as amended by the Acts of 1923, Chapter 113, Sections 1 and 2 and the Acts of 1929, Chapter 184 be apportioned upon the following towns and one city in the County of Hampden and in the amounts set fourth, to wit:-

Agawan	\$ 1,464.21
Blandford	116.64
Brimfield	180.81
Chester	244.98
East Longmeadow	628.31
Granville	276.07
Hampden	105.95
Holland	32.08
Longmeadow	1,731.59
Ludlow	1,357.26
Monson	587.22
Montgomery	43.78
Palmer	1,687.11
Russell	672.78
Southwick	298.46
Tolland	53.47
Wales	64.17
West Springfield	4,351.86
Westfield	3,281.36
Wilbraham	480.64

\$17,657.75

Said amounts so apportioned on the said towns and one city to be paid to the County Treasurer of the County of Hampden on or before March 1, 1935

Thomas J. Costello
Charles W. Bray
Maurice G. Donahue
County Commissioners,
of the County
of Hampden

Dec. Meeting 1934

January 19, 1935	County Estimate.	County Estimate.
January 23, 1935	Ordered, County Treasurer authorized and directed to pay \$13,204.62 to the County of Hampshire which is County of Hampden's share of expense of maintenance of Mt. Tom State Reservation under Chapter 264 of the Acts of 1903.	Maintenance of Mt. Tom State Reservation
	Order to arrest Herbert W. Brown of Agawan, holder of permit to be at liberty.	Order to Arrest
	Order to arrest Richard Corcoran of Springfield, holder of permit to be at liberty.	Order to Arrest
January 30, 1935	Ordered, County Treasurer authorized and directed to pay \$200. to Town of Holland on acct. of County's proportion of cost of work done on bridge on Pond Bridge Road. Case No. 74-1934.	Order
	Voted, to re-adjust salaries of certain employees at the Jail, Training School and Registry of Deeds.	Voted to re-adjust Salaries
February 6, 1935	Ordered, County Treasurer authorized to borrow from time to time an amount not exceeding \$550,000. under General Laws Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.	Authorized to Borrow Money
	Order to arrest Albert J. Millette of Chicopee, holder of permit to be at liberty.	Order to Arrest
February 27, 1935	Annual Report	Annual Report
	Voted to award County of Hampden tax notes numbered 522 to 535 inclusive, dated February 28, 1935, due November 7, 1935, aggregating \$200,000.00 to FIRST NATIONAL BANK of Boston at .28 per cent discount.	Voted to Award Notes
	Order to arrest George Frazier of Springfield, holder of permit to be at liberty.	Order to Arrest
March 13, 1935	Ordered, County Treasurer authorized and directed to pay \$1,455.45 to the City of Chicopee on acct. of County's proportion of cost of work done on Granby Road. Case No. 67-1934.	Orders
	Ordered, that the sum of \$934.61 which is balance of County's proportion of cost of work done on Jarvis Avenue-Cherry Street be paid from the County Treasury to the City of Holyoke. Case No. 68-1934.	
	Ordered, that the sum of \$162.91 which is balance of County's proportion of cost of work done on Park Street be paid from the County Treasury to the Town of Palmer. Case No. 28-1934.	
	Report of inspection of Jail and House of Correction by County Commissioners in accordance with General Laws Chapter 126 Section 1.	Report of Inspection of Jail and House of Correction

Dec. Meeting 1934

Orders

March 20, 1935

Ordered, County Treasurer authorized and directed to pay \$423.49 to City of Chicopee on acct. of County's proportion of cost of work done on Granby Road. Case No. 67-1934.

Ordered, that the sum of \$1226.50 which is balance of County's proportion of cost of work done on Williams Street be paid from County Treasury to Town of Longmeadow. Case No. 37-1933.

Ordered, that the sum of \$541.26 be paid from County Treasury to Town of Palmer for work done on Thorndike Street, drainage system. Case No. 29-1934.

Re-appointment
Mrs. J. P. Kirby
Trustee

April 3, 1935

Voted to re-appoint Mrs. J. P. Kirby of Chicopee, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1935 to April 1, 1938.

Re-appointment
Charles W. Bray
Trustee

Voted to re-appoint Mr. Charles W. Bray of Chicopee, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1935 to April 1, 1938.

Appointment
Dwight K. Bartlett,
Jr., Trustee.

Voted, to appoint Dwight K. Bartlett, Jr. of Holyoke, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1935 to April 1, 1938.

Damages Done
By Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

April 8, 1935.

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:

CLERK.

